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STATE OF NORTH CAROLINA

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TWENTY-FOURTH REPORT

OF THE

CORPORATION COMMISSION

FOR THE

BIENNIAL PERIOD, 1927-1928

COMPILATIONS FROM RAILROAD RETURNS ARE FOR
YEARS ENDING DECEMBER 31, 1925 AND 1926

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STATE OF NORTH CAROLINA

CORPORATION COMMISSION

W. T. LEE, CHAIRMAN
GEORGE P. PELL
A. J. MAXWELL

COMMISSIONERS

R. O. SELF, *Clerk*
ELSIE G. RIDDICK, *Assistant Clerk*
REBECCA MERRITT, *Reporter*

MARY SHAW, *Stenographer*
MARGARET SHERRILL, *Stenographer*
EDGAR WOMBLE, *Statistician*

RATE DEPARTMENT

W. G. WOMBLE, *Rate Clerk*
N. B. CORRELL, *Assistant Rate Clerk*
FRANCES T. ABERNETHY, *Stenographer*

BANKING DEPARTMENT

JOHN MITCHELL, *Chief State Bank Examiner*

State Bank Examiners

W. L. WILLIAMS D. M. DARDEN
I. H. HARRISON

Assistant State Bank Examiners

JOHN A. CAMPBELL, JR. B. R. ROBERTS
J. B. CARSON W. M. WIGGINS

C. C. MERONEY

MABEL MORRIS, *Assistant Bank Clerk*
BESSIE FOLK, *Stenographer*
MRS. H. P. HOYLE, *Stenographer*

CAPITAL ISSUES DEPARTMENT

I. M. BAILEY, *Assistant Commissioner and Legal Advisor*
SOPHIA P. BUSBEE, *Stenographer*
B. B. LUMSDEN, *Accountant*

LETTER OF TRANSMITTAL

RALEIGH, N. C., DECEMBER 20, 1928.

*To His Excellency, A. W. McLEAN,
Governor of North Carolina.*

SIR:—As required by Section 1065, Chapter 21, Consolidated Statutes, the Corporation Commission has the honor to report for the biennial period 1927-1928.

The period covered by this report has been one of increased activity in all divisions of this department and serves to emphasize the growing demands the public is making upon this branch of the State government. The business and industrial interests of the State were never more alert to the advantages to be derived from intelligent analysis, coöperation and united effort to protect their interests and further expansion of operation. This is shown in the number of active shippers associations in various sections of the State and in the employment of traffic experts by a number of the larger business concerns. The Commission has had the coöperation of these organizations in prosecuting the State's interests and also in determining purely intrastate affairs. The Commission takes pleasure in acknowledging the valuable service rendered by these agencies. Each year the business conditions of the State are becoming more complex and the Commission is advertent to the fact that expansion of its efforts and the adoption of the most modern methods are absolutely essential if the department is to fill the place for which it was created.

The people of North Carolina continue to feel the necessity for meeting sharp competition which exists not only between themselves within the State, but between commercial and industrial interests of other states. In this competition there is perhaps no more important factor than that of freight rates. This situation is strikingly reflected in the activities of the Rate Department. It is gratifying to report that in the several important cases decided, in which this Commission participated, the people of the State will profit greatly. More important, however, than the cases which have been decided are those which are now pending, some of which are before this body and others before the Federal Commission. For this purpose, additional office force has been absolutely necessary and the Governor and Council of State have met

the emergency liberally. The Commission is putting forth every effort to see that the interests of the people of the state are fully protected.

Consolidations for promoting better motor bus service have been effected. Motor freight and express service is rapidly developing and is presenting problems of rates and service which can be solved only by careful study and experimental operation.

Because of the growth of the State's wealth, there probably never was a time in the history of the State when the investment salesman was so conspicuous and the need for protection against worthless "securities" so imperative. The activities of the Capital Issues Department has beyond question prevented the people of the State from losing much and has demonstrated the wisdom of the Legislature in enacting it. There is a constantly increasing demand on the services of this department.

The Banking Department has had its share of special demands. There are fewer banks, due to consolidations, but an increase in assets since former report. Liquidation of defunct banks has been added to the duties of this department with satisfactory results.

The reports of public utilities, which are an index to business and industrial conditions in the State, show a gratifying expansion.

The Transportation Advisory Commission, created by the last General Assembly, has been working in conjunction with this Commission. Its preliminary study presents an array of data and suggestions which, in the opinion of this Commission, should prove of great value in solving the transportation problems of the State.

RAILWAYS

In railway affairs the only attempt at expansion during the period of this report, was the effort of the Piedmont and Northern Railway Company to extend its lines from Charlotte to Winston-Salem and Durham and the coupling up of its links in South Carolina. Permission to do this was denied by the Interstate Commerce Commission. The company appealed to the Federal court where the matter is now pending. It appears that both sides are determined to fight the matter until it is passed upon by the highest tribunal in the land. This Commission, representing Your Excellency and the shipping interests of the State, actively participated in the hearing held at Washington and presented argument in favor of the extension.

Strenuous opposition to the order of this Commission for a new union station at Raleigh is being maintained by the carriers af-

fect. Upon the application of the Raleigh Chamber of Commerce, this Commission after hearing issued its order. The carriers immediately appealed to the Superior Court. The trial, in Wake County Superior Court, was brought to a close when a technical point was raised by the respondents that the North Carolina Railroad should be made a party to the case. Appeal was taken to the Supreme Court, which resulted in that body sustaining the position of the Commission. The case will now proceed on its merits and the Commission is hopeful of a satisfactory conclusion.

From data furnished by the railroad companies in their annual reports, it is observed that, especially with reference to operation in the State generally, they are in a healthy condition. With the exception of the twelve-mile piece of road of the Louisville & Nashville Railroad and several of the short lines, which for the most part have never been paying properties though accorded higher rates, the carriers show a profit.

The decrease in passenger revenue on practically all lines is very noticeable compared with former years. In the matter of freight revenue, however, the carriers are holding their own and this, too, in the face of motor express and freight service which has grown considerably during the past two years. The total amount of revenue received for this class of traffic for 1925 was \$67,673,701, for 1927 it was \$68,300,640.16. Passenger train revenue for 1925 was \$17,859,385.41; for 1927, \$14,846,475.57. Operating revenue, all lines, for 1925 was \$87,358,895.54; operating expenses, \$61,579,256.72; net operating revenue, \$25,779,638.82. For 1927 the operating revenue was \$84,656,257.67; operating expenses, \$61,304,109.16; net operating revenue, \$23,352,148.51. The cost of road and equipment, allocated on a mileage basis in the case of interstate lines, are shown as follows: 1925, \$286,084,912.39; 1927, \$300,516,673.07. The funded debt, arrived at in the same manner, was as follows: 1925, \$161,477,231.89; 1927, \$165,916,436.37. Capital stock: 1925, \$106,753,618.65; 1927, \$110,060,890.86.

The physical property, as a whole, of the carriers is in excellent shape. A considerable sum has been spent for this purpose. It is noted that while the capital stock and the funded debt of the carriers increased only \$7,746,476.69, the value of their roads and equipment increased \$14,431,660.68.

FREIGHT RATES

Freight rate cases of an epochal character, an aftermath of the Southeastern Rate Adjustment, known as I. C. C. Docket No.

13494, affecting North Carolina interests are now pending before this and the Interstate Commerce Commission.

North Carolina Intrastate Class Rates: Chief of these cases is the petition of the carriers operating in this State for permission to increase the North Carolina intrastate class rates to the level of the interstate class rates put into effect by the carriers January 15, 1928, rates on a scale prescribed by the Interstate Commerce Commission in Docket No. 13494, applicable not only to North Carolina but on traffic in all states of the southeast with the exception of Florida.

North Carolina Exception Sheet: At the same time the carriers petitioned for an upward revision of the North Carolina intrastate class rates, they requested this Commission to cancel the North Carolina Exception Sheet, which, in a large number of cases, provides lower ratings on commodities than similar commodities are rated in Southern Classification, which would have the still further effect of raising rates in North Carolina. For those not familiar with railroad practice, it may be said that the preponderance of freight traffic moves on what are known as commodity rates and that the North Carolina Exception Sheet was designed for the purpose of putting into effect such rates without the issuance of specific tariffs relating to each item. This is a general practice throughout the country. As these petitions are of vital importance to the shipping interests of the State, all interested parties will be given an opportunity to be heard before decision is reached.

Southern Classification: Another case in line with the above, relating closely thereto, is the action of the carriers in making a wholesale revision of Southern Classification, without due hearings, which, by indirection, would increase rates. However, these tariffs which were filed with the Interstate Commerce Commission have not become effective as they were suspended by that body upon the request of this Commission and other interested parties. In these matters the carriers are emphasizing the point that there should be uniformity in intra and interstate rates, but in considering rate matters it must be borne in mind that apparent uniformity is by no means actual uniformity.

Rates between Virginia and North Carolina: Another case of vast importance is the complaint of the Virginia Corporation Commission before the Interstate Commerce Commission for a rate revision on traffic between Virginia cities and point in North Carolina, which, if granted, would be more favorable than at present to Virginia jobbing centers and correspondingly detrimental to North

Carolina distributors. In former report this Commission referred to a similar case before the Interstate Commerce Commission. In this case this Commission assumed the position at the hearing in Richmond, Virginia, May, 1925, that inasmuch as the Virginia Commission's complaint did not cover the group rates along with the alternative scale complained of, the complaint was not comprehensive enough to enable the Interstate Commerce Commission to render an intelligent decision. The Commission, in its decision, took this view and asked the Virginia Commission to amend its complaint. This was done and the complaint, now broader in scope, is before the Federal body. The Corporation Commission is preparing its case to meet the issues involved and in this it is receiving the active coöperation of the State's shipping associations and others whose interests are involved.

Cases not so significant from a general standpoint as those referred to above but of importance to certain shipping interests of the State are also pending with indication of favorable outcome to North Carolina interests.

Strawberry Rates: In the case of the transportation of strawberries, in carload lots, from Florida, Georgia, Alabama, North Carolina, South Carolina and Virginia to points in official classification territory the principle was involved as to whether or not the present freight service on strawberries and dewberries from the states mentioned was adequate or whether or not these states were entitled to express refrigeration service that is now accorded the berry shippers in the State of Louisiana. This Commission actively participated in this case and the examiner recommends that the carriers be required to furnish the express refrigeration service requested.

Vegetable Rates: A number of complaints against rates on vegetables from the Carolinas to points in Trunk Line and Central Freight Association territories were consolidated and heard by the Interstate Commerce Commission. This Commission actively participated in the cases and a report made by the examiner was favorable to North Carolina growers and shippers of vegetables. However, upon petition of the carriers the case was re-opened and further testimony taken. A new report by the examiner is expected within a short time.

Cotton Rates: A general investigation of cotton rates is now under way. It is being handled under the coöperation plan and a member of this Commission is sitting with members of the Interstate Commerce Commission.

Cottonseed and Related Articles: A general investigation of the rates on cottonseed and its products and related articles is also being made. A representative of this Commission is sitting with the Interstate Commerce Commission's examiners in this hearing.

Another case which ranks high in importance is the complaint filed by this Commission with the Interstate Commerce Commission upon the recommendation of the Transportation Advisory Commission, created by the last General Assembly, against all railway lines operating in North Carolina and in official classification territory, which attacks the relationship of class rates between points in North Carolina and points in New England, Trunk Line and Central Western Territory with rates between points in Virginia and the same territories. Complaint is made of the arbitrary division of Virginia as between Trunk Line and Southern Territory and of the maintenance of different classifications and ratings as between said territories to the disadvantage of North Carolina. This Commission also calls attention to the "hybrid freight classification," different from both official and southern classifications, which is maintained in Virginia and likewise that the class rates applicable within the State of Virginia are much lower than those applicable to interstate transportation between North Carolina and Virginia, thus causing undue prejudice to North Carolina and an undue burden on interstate commerce. This Commission asks for removal of discriminations complained of by the requirement of uniform methods of tariff publication. The relief, if granted, would, in the opinion of this Commission, greatly benefit the industries of the State and have the effect of bringing other industries to North Carolina and at the same time benefiting shippers of the State generally.

In the interest of what we conceive to be the best interest of the shipping public—transportation economy—and, above all, fairness, we are opposing before the Interstate Commerce Commission the petition of the carriers for fourth section relief to enable the carriers to maintain higher rates for shorter distances over same route. As a typical illustration, the carriers desire authority to maintain a lower rate from Cincinnati to Danville, Virginia, then to Greensboro, North Carolina, on traffic to Danville passing through Greensboro. This Commission contends that the carriers should be compelled to observe the Danville rate at points to which the distance does not exceed the distance to Danville via the short route. This is termed in the Interstate Commerce Act the equi-distant rule. This Commission participated in the hearings held at Atlanta, Ga.,

and Washington, D. C., and submitted comprehensive testimony and exhibits.

The North Carolina intrastate rates on clay products are under attack in a complaint before the Interstate Commerce Commission, brought by the W. S. Dickey Manufacturing Company against the Atlantic Coast Line Railroad Company, et al. Your Commission has become a party to the action and has presented a defense of these intrastate rates. In this connection it is deemed advisable to call attention to the decision of the United States Supreme Court in upholding the District Court of the United States for Eastern North Carolina, which upheld our order relative to the application of intrastate rates on import traffic through the Port of Wilmington, when such traffic originates as rail shipments at Wilmington. The order referred to has been the means of saving thousands of dollars for the shippers at Wilmington as well as to receivers of freight at interior points in the State.

Southern manufacturers, including those from this State, are keenly interested in the case, which has been reopened, where higher rates were prescribed from the south to the southwest than the rates from official territory to the southwest for equal distances. In this case, it is gratifying to say that the southern carriers are in harmony with the shipping interests in the south in their request for authority to maintain rates that will place southern manufacturers on an equal basis with their northern competitors.

This Commission is called upon to defend the North Carolina intrastate rates on excelsior in the complaint filed with certain Virginia interests, who allege that the North Carolina rates are unduly preferential to North Carolina shippers and unduly prejudicial to the complainants.

Several cases have been decided by the Interstate Commerce Commission which have been highly favorable to North Carolina.

Lower Peach Rates: The Sandhill peach growers and other shippers of peaches to outside markets should be assisted greatly in the marketing of their product by the lower freight rates on peaches which became effective May 20, 1927. These lower rates resulted from a complaint started by Georgia peach growers. The case assumed a general investigation and included shipments from points not only in Georgia but from points in South and North Carolina to all points in southern and official territories. A member of this Commission sat with the Interstate Commerce Commission during these hearings and participated in the decision.

The reduction in rates from the North Carolina district average about fifty dollars per car.

Favorable Potato Rates: This Commission participated in cases before the Interstate Commerce Commission involving the rates on potatoes from North Carolina territory to Michigan and other central western states, disposed of under a consolidated report on October 9, 1928. The issue involved covered the suspension of rates by the carriers. The report requires that the carriers make the new rates effective not later than February 20, 1929; therefore, the new rates will be available for the next shipping season. These new rates are favorable to North Carolina potato growers. Upon request of the Elizabeth City Chamber of Commerce and of the Department of Agriculture, we stationed a representative at Elizabeth City for a week during the 1928 potato shipping season for the purpose of furnishing freight rate quotations to growers and shippers.

Lower Cement Rates: Substantial reductions in cement rates from all producing points to practically the entire State of North Carolina resulted from the decision of the Interstate Commerce Commission in the Southern Cement Rate Case. Members of state commissions in the territory involved were invited and sat with members of the Interstate Commerce Commission, or examiners. It was suggested in the report that the scale prescribed be adopted for intrastate application in southern states and this has been done in North Carolina.

Rates on Hay, Straw, Excelsior, Etc.: A compromise decision resulted in the hearing before the Interstate Commerce Commission on the question of rates on hay, straw, excelsior and like commodities between Illinois Freight Association, Central Freight Association, Eastern and New England territories and southern points. The Commission decided on 9th class rating. This case resulted from the action of the carriers in publishing tariffs making 8th class applicable, being a raise from 10th class, which tariffs were suspended pending hearing. This Commission vigorously opposed the change.

Refrigeration Charges: This Commission participated in the general investigation of refrigeration charges on fruit, vegetables, berries and melons from the south to points in official territory. inaugurated by the Interstate Commerce Commission on its own initiative. An investigation of cost factors in refrigeration service was made by inspectors and accountants of the Interstate Commerce Commission with the result that the examiner's report recommends

reduced charges from North Carolina. However, this Commission was of the opinion that the discrimination was not fully removed. It has filed exception to the rates and has presented argument for greater reductions, which we believe will be granted in the final decision by the Interstate Commerce Commission. It is expected that a favorable final order will be issued at an early date. This it is believed, will mean much to the berry growers of Eastern North Carolina, and a further reduction in charges on peach shipments.

Hosiery Rates: As an aftermath of the Interstate Commerce Commission's decision in a case brought by the Bear Brand Hosiery Company, the carriers attempted to cancel all commodity rates on cotton hosiery from southern manufacturing points, leaving only in effect the first-class rate. The action of the carriers was protested by a number of southern interests, including this Commission, and the cancellation of those rates was suspended by the Interstate Commerce Commission. Hearings in the case have not been concluded; however, it is hoped that the Federal body can be convinced of the necessity of continuing the present adjustment from the south.

Furniture Rates: A similar situation exists with respect to rates on furniture from manufacturing points in this State and other southern states to southwestern territory, which is now in progress before the Interstate Commerce Commission. In all these cases the Corporation Commission is giving such assistance as it can to shipper interests in this State in the interest of maintaining rates on manufactured products from points in this State on an equal level or on a competitive basis with rates from producing points in official classification territory.

In former report, reference was made to the final decision in the noted Southeastern Class Rate Case, known as I. C. C. Docket No. 13494, which had stretched over a period of several years. Another important chapter was written in this case when the carriers made effective January 15, 1928, through rates between Central Freight Association territory and points in the southeast, including North Carolina, and between all points within the southeast, which includes North Carolina. As forecasted in former report, there are some sharp advances in the rates between Ohio River cities and southeastern points, but between all points north of the Ohio River and Southeastern Territory the rates are less than the former combination rates. This is especially notable in the rates to a large part of North Carolina.

Commodity rates for the territory involved are now being given attention for the purpose of making those rates conform to the new class rate structure.

A SURVEY OF TRANSPORTATION COSTS.

In the process of revising rates on manufactured commodities between points in the south and other rate territories, issues are now arising involving a proper relationship of such rates to the level of rates in northern and central western states, known as official classification territory. This issue is of the greatest importance to all North Carolina manufacturers who distribute a manufactured product to other rate territories. Any handicap in rate level, compared with competitors in official classification territory, can only be met by absorption in profit which the manufacturer is entitled to make. The question of relationship of rates is also the important issue involved in complaints of Virginia interests against North Carolina rates, and in the broader complaint of this Commission against Virginia rates and generally against the level of interstate rates to and from points in North Carolina.

The question of average rate level, and of average transportation costs in southern territory, as compared with official classification territory, is one that is in much confusion, largely on account of important differences in methods of constructing rates in the two territories, and because of different classification ratings used in the two territories.

In view of the great importance of this issue, and its clouded condition, it seemed to us important to have an analysis of this situation made by a competent expert of unquestioned ability. Your Excellency gave us authority for the necessary expenditure for this purpose and we employed the Roberts-Pettijohn Wood Corporation, of Chicago, to make this survey. The matter has been handled personally by the president of that company, Mr. J. W. Roberts, who has had broad experience in that field of railroad service and who was auditor for the U. S. Railroad Administration during the war period.

The conclusions reached by Mr. Roberts, in his study of relative costs of transportation service in the two territories, are highly favorable to our contentions. He has presented the results of his study in testimony in the furniture and hosiery cases, and it will be used in the Virginia-North Carolina cases, the case involving rates to southwestern territory, and in other cases involving this issue of relationship of rates.

ELECTRIC POWER

Electric energy, which is an outstanding factor in the industrial life of the State, continues to show an increase due to the opening of new plants and the extension of old ones. This greater volume is noted both in steam and hydro production, with steam leading as heretofore. The wider distribution of current in new territory is especially marked in the northeastern part of the State, where the Virginia Electric and Power Company, of Richmond, Va., acquired a number of municipal plants, and in the northwestern part, where the Southern Public Utilities Company has acquired some new properties. These and other companies increased their capacities to meet the growing needs of their respective localities.

While there are a number of small companies operating independently at a number of points in the State, these produce little power. They are, with few exceptions, merely purchasers and distributors of current in the immediate localities which they serve. Practically all of the electric power in the State is produced by the Carolina Power and Light Company, the Duke Power Company, the Tide Water Power Company and the Virginia Electric and Power Company. The Duke Power Company also has large plants in South Carolina and produces more power in that state than it does in North Carolina. The larger production of the Virginia Electric and Power Company is in Virginia.

Plants operated by municipalities have also increased their output and many are now serving customers outside of their corporate limits.

Reporting companies show that 1,087,441,126 kilowatt hours were produced by steam plants and 374,916,534 kilowatt hours were generated by hydro plants. These figures, of course, do not include municipal plants and the kilowatt hours generated and consumed by privately-owned plants which produce a considerable amount of current. The State continues to consume more power than it generates.

In the way of expansion during the past two years, the Duke Power Company, which acquired the Southern Power Company by merger, December 1, 1927, constructed transmission and distribution lines totaling 68.48 miles. It took over the Turner Station, on Green River ten miles north of Tryon, and the Tuxedo Station, on Green River three miles west of Saluda. The Southern Power Company, before being merged with the Duke Power Company, constructed 148.28 miles of transmission lines and acquired a number of additional plants in the western part of the State.

The Tide Water Power Company constructed transmission lines, as follows: Rose Hill to Charity Cross, Willard Test Farm to Town of Willard, Jackson's store to Chinquapin, Richlands to Place IML Brock, and Clarkton to Abbottsburg. It built a sub-station at Rocky Point and sub-station and distributing system for the town of Tabor.

The Virginia Electric and Power Company constructed transmission lines from Suffolk, Va., to Elizabeth City; from Boykin, Va., to Rich Square and adjacent territory; between Roanoke Rapids and Tarboro. It purchased the Hart plant at Tarboro and secured franchises from the following towns: Hertford, Edenton, Severn, Conway, Woodland, Rich Square, Aulander, Kelford, Lewiston, Roxobel, Woodville, Ahoskie, Whitakers, Winton, Garysburg and Battleboro.

TELEPHONES

Expansion and increased efficiency in service has characterized telephone operation in the State, as a whole, for the past two years. Nearly eight million dollars, according to reports, were expended for improvements and extension during this period. The bulk of this large amount was spent by the two larger companies, the Southern Bell Telephone and Telegraph Company and the Carolina Telephone and Telegraph Company. The former expended more than four and one-half million dollars and the latter nearly two millions. The number of telephones increased from 116,206 to 149,926, an increase of 33,720, or 28.9 per cent. The value of plants and equipment at the close of business December 31, 1927, as shown by reports, was \$20,814,068.58, an increase over 1925 of more than 35 per cent. Gross operating revenue was given at \$8,292,556.01, which exceeded the gross operating expenses by \$2,623,522.78.

TELEGRAPH COMPANIES

The Western Union Telegraph Company, during the interim of this report, made application for an adjustment of its rates in North Carolina on a zoning system basis, which it is estimated would have brought about a 20 per cent increase on a part of its business. After a hearing, an audit of the company's books both as a whole and intrastate, and a comprehensive study by the Commission, the application was denied.

GAS COMPANIES

Expansion, without the addition of any new plants, is noted in the field of gas production. Consolidation of companies appears to

be the only item of special interest. Gas plants at Fayetteville, Goldsboro, Greenville, Kinston, New Bern and Washington, which had been operated by separate corporations but by the same dominating ownership, were taken over during the year 1927 by the Carolina Gas and Electric Company, of Kinston, controlled by the same interests. The plants at Elizabeth City and Henderson, operated by the Southern Gas Improvement Company, were taken over by new corporations; the former by the Elizabeth Gas and Suburban Company, the latter by the Henderson and Oxford Gas Company. The Winston Gas Company was merged with the North Carolina Public Service Company. Reports for the year 1927 show that these companies produced 1,529,000 cubic feet of gas. In the production of this commodity 70,659.6 tons of coal and 1,931,173 gallons of oil were used.

STREET RAILWAYS

Notwithstanding the rapid increase in other means of competitive transportation the street car systems of the State continue to hold their place as a transportation factor in the cities where these lines are operated. As evidence of this fact reports of these companies show that during the year 1927 they carried 26,897,077 passengers. It is also noted that as a means of strengthening their position many of these lines are now employing supplemental bus service in lieu of extending their rails. Within the past two years there has been a large growth in this respect.

CAPITAL ISSUES LAW

The Capital Issues Law, passed by the Legislature of 1925, was amended by the Legislature of 1927 by substituting a new law, although a few changes were made in the provisions of the Act of 1925. The principal changes consisted of:

- (a) Registration by notification.
- (b) Decrease in registration fees both as to notification and by qualification.
- (c) Clear definitions of violations.

The law became effective on March 7, 1927, and continued the same officers as the administrators under the law; and, since its effective date, the work has been conducted without interruption by the Department set up with the Corporation Commission.

The provisions of the law of 1927 immediately demonstrated their value, in that greater discrimination be exercised between the different classes of securities offered for registration for sale to the public.

This discrimination made possible greater restrictions with reference to securities not thought of sufficient value to meet proper requirements; and, as the result of the Act of 1927, it is felt that tremendous strides have been made in the field of security regulation in North Carolina.

Experience has not demonstrated any necessity for amendments and the business in the State has experienced a growth which justifies the continuance of the present law. From time to time, however, the Department has been faced with the question of including or excluding real estate promotions; but with the aid and assistance of the Real Estate Board, created by the Legislature of 1927 for a few counties in the State, these problems have in most cases been successfully solved.

It is almost impossible, under any circumstances, to estimate the saving to the people of North Carolina resulting from the administration of the Capital Issues Law. The estimate cannot be based upon the issues of securities denied admission to registration, because the terms of the law exclude many issues which otherwise would be offered for sale. The Department has followed a policy of getting in touch with each new corporation formed in the State and of using the press for the purpose of advising the public of fraudulent securities offered through channels beyond the control of the Department. These policies have prevented violations of the law and have, we believe, contributed to the success of the enforcement of the act.

Under the provisions of the law, dealers and salesmen have been held to a stricter accountability and with this has come a spirit of coöperation from the dealers of the State, which has made possible the building up of a valuable and constructive spirit. Greater care seems to have been exercised in the selection of salesmen and dealers have shown a commendable disposition to discriminate carefully between securities offered for sale by them.

Prosecutions under the Capital Issues Law have been confined to two instances. One violation occurred in the western part of the State in connection with the promotion of a chain store proposition, and the other in the south-central section of the State in connection with the promotion of a mining proposition. It is significant that the violations have been confined to rather small proportions, the amount involved in either case being very small when considered in connection with legitimate issues which have been sold in compliance with the statute.

LETTER OF TRANSMITTAL

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The Department does not hesitate to say that the activity under the Capital Issues Law has contributed materially to the protection of the investing public in the State of North Carolina. The law is recognized by many as an outstanding improvement of the regulatory acts which came into existence only a few years ago. It is in advance of the Uniform Law, now before the Commission on Uniform Laws, and represents the experience of many states in connection with the regulation of securities. It is a valuable asset to the development of the State of North Carolina.

During the year 1927, 233 salesmen and dealers were registered; 34 securities were registered; 777 notifications of dealer's intention to sell were examined; 57 special investigations were made, 8 indictments were brought, and 8 complaints and orders were drawn in receiverships. Five cases are pending in court. The receipts from all sources were \$8,623.80.

BANKING DEPARTMENT

The Legislature at the Session of 1927 authorized the Corporation Commission to take over the liquidation of such banks as should become insolvent or should be turned over to it by their boards of directors. The Division of Liquidation began operation about May 1, 1927. Below is a statement of the progress of the Division, from May 1, 1927, to December 1, 1928.

Assets taken over as shown on the books

of banks.....	\$2,830,390.11
Stock assessments collected.....	197,767.38
Bonds collected.....	20,000.00
Income	42,724.82

Total\$3,090,882.31

Collections have been made and creditors satisfied as follows:

Depositors	\$463,351.15
Preferred creditors	171,383.24
Bills payable (secured including interest).....	434,469.05
Accounts payable.....	6,164.93
Re-discounts collected and remitted	9,973.86

Total 1,085,342.23

Expense:

Liquidating expense.....	33,498.66	
Courts costs and attorneys' fees	4,181.65	
Operation of properties.....	24,570.93	62,251.24
Cash on deposit in banks.....		102,527.13
Total		<u>\$1,250,120.60</u>
Balance (book value).....		<u>\$1,840,761.71</u>
Liabilities of banks at closing (exclusive of proprietary liability).....	2,338,707.07	
Liabilities met.....	1,085,342.23	
Outstanding		<u>\$1,253,364.84</u>
Per cent liquidated.....	46.4	
Cost of liquidation:		
Liquidating expense.....	2.5	
Court costs, etc.....	.4	
Operation of properties.....	.1	

The statement shows collections of \$1,250,120.60 and disbursements to creditors of \$1,085,342.23, and a cost of liquidation of \$33,498.66. This item, cost of liquidation, covers a cost of collection and of disbursement of slightly over 2½ per cent. The statute governing receiverships permits 5 per cent each for collections and disbursements. The item "income" consists of interest actually collected on the notes and judgments of the banks, interest on bank balances and rent from the various properties of the banks. This income less the cost of operating the properties pays approximately two-thirds of the cost of liquidation, leaving only one-third to be borne by the assets of these institutions.

While the division has been in operation since May 1, 1927, not all of the institutions have been in its hands during the whole period. Seventy per cent of the liabilities of the first institution to come into its hands have been met, while at one of the last institutions where the division's representative has been in charge less than five months, 26 per cent of the liabilities have been met and funds are on deposit to meet another 40 per cent. At a third institution where the division's representative has been in charge one year, the liabilities have been reduced 75 per cent. The average

reduction in liability other than proprietary for all the institutions during the period of their control by the division and up to December 1, 1928, is 46 per cent.

MOTOR VEHICLE TRANSPORTATION

In holding hearings incident to the filing of 263 applications for bus franchise certificates, covering 5,052 miles of highways, not one appeal has been taken from the Commission's action. In reference to construction of the law with respect to rules and regulations requiring the transportation of colored passengers, upon the petition of the Transportation Committee of the North Carolina Commission on Interracial Coöperation the Commission held that it was without jurisdiction to pass upon the matter. Appeal was taken from this decision and the matter is still pending in the Superior Court.

The 6 per cent franchise tax for the year ended June 30, 1928, amounted to approximately \$200,000. The amounts of public liability and property damage insurance required by the Commission under the compulsory insurance provision of the act cost the operators an annual premium of approximately the same amount as the tax, making both insurance and franchise cost probably not less than 10 per cent of the gross annual earnings.

It is estimated that the number of passengers carried each year probably equals, in numbers, the population of the State. To many isolated communities and small towns it has provided the first regular means of public transportation and to our larger cities a frequency of service hitherto unknown.

Lack of coöperation between many of the operators has been noticeable to a marked degree. We also find that some operators do not have, and apparently cannot acquire, the public service viewpoint; but by the practice of better business methods and by consolidation we hope for improvement. Many of our operators have three and four hundred thousand dollars invested in equipment alone, and the cancellation of a franchise certificate, the only penalty that can be imposed by this Commission, is an extreme one. Lesser penalties, such as fines, may be imposed by the courts, but because of the time and expense which would be involved, the Commission has not sought the use of the courts for redress in cases of minor offenses.

Practically all our carriers of passengers depend upon local passengers for the bulk of revenue received. Few of these operators have attempted the through, "long haul" travel, but recently oper-

ators who have been experimenting with such distances as Chicago to Miami and New York to San Francisco have turned their attention southward and as motor-units and man-power organized with a knowledge of the locality to be served appear to be the necessary factors, negotiations are now under way which may lead to connections that will increase the revenue both to the carriers and to the State. The through travel carrier needs the support of the local business in order to maintain convenient and frequent schedules, and the local carrier should have the through travel in order to be able to more easily maintain the better class of equipment and service which the public demands of a modern bus line.

The bus business had disastrous financial experience in unregulated operation prior to regulation by states. As a result, this business has been reluctant to make sufficient investment to develop interstate bus service that it might otherwise have done. Proposed legislation is now pending in Congress with a view to regulating this. More than forty states now have regulatory laws.

The transportation of freight and express is probably developing faster at present than at any time since the passage of the act. The easy tax requirement provided in the Revenue Act for trucks being operated for hire at first almost nullified that part of the motor vehicle law providing for regulation of motor vehicles transporting property for compensation. Transportation of freight by truck presents a very different problem from that of the passenger transportation. We have been able to regulate the passenger carriers with very little cost to the State and are supervising them with practically no field force, but to regulate the property carriers with the same degree of efficiency would take considerable money and a large field force for a period of at least two years, when the field organization could be reduced.

The 1925 law provided the same immunity from competition for freight and express carriers as that provided for passenger carriers. The 1927 Legislature amended this by providing that the Commission cannot refuse to grant an original application for a freight or express line solely because of multiplicity of similar operators on the same highway between the same termini. The reason for this amendment was that a large number of our truck operators were not financially able to meet the public demand in truck capacity and this gave the Commission an opportunity to supply the demand without depriving the original operator of his certificate. The Commission has this same power with reference to passenger service, where it finds public convenience and necessity

for additional service, after giving the original operator opportunity by 30 days' notice to provide same.

We believe the operation of this law has been very satisfactorily when we consider that there are probably twenty-five hundred "for hire" passenger cars, some of which exceed seven passenger capacity, and probably 25 per cent of the 40,000 trucks in the State operating outside the jurisdiction of the Commission but supposedly operating under a tax license from the Revenue Department. As motor traffic increases, we believe, it will be necessary to require all classes of public service motor vehicles to operate under a franchise certificate. This is proving satisfactory in many states.

That section of the Revenue Act of 1927, requiring drivers of motor vehicles in public service to obtain a permit and pay an annual fee of \$5.00, has been unsatisfactory in so far as it applies to drivers of taxicabs and "for hire" cars because of the following conditions:

1. The cars used in this service are not regulated in any manner.

2. Such drivers never have the amount of the fee and it must, therefore, be paid by the owner of the car; and, when paid by him, the driver invariably quits before his employer is reimbursed.

3. It is doubtful if the entire annual amount of the fees collected from this source would be sufficient to properly enforce the law with respect to this class of employees.

Generally speaking, the drivers of buses are more reliable. As the satisfactory operation of the bus business falls directly upon them so far as public contact is concerned, the requirement for them to be licensed has been a feature which has made bus regulation much simpler than it might have been. They deserve special mention because of the few accidents of a serious nature involving buses, especially when compared with the many fatalities upon our highways. Such drivers, in the interest of safety on our highways, should be examined for defects in sight and hearing; but to require this expense in addition to a fee to the State, in its most liberal sense, is little less than excessive; therefore, we believe that the State can afford to recede therefrom.

AVIATION

This is now by no means a new form of transportation. The first successful flight was made in this State 25 years ago this December. While the Federal Government and other states have legislated

upon this subject, North Carolina is still silent thereon. The National Association of Railroad and Public Utilities Commissioners, at its last meeting, appointed a committee to draft a uniform act for the states.

Hon. C. M. Young, Director of Aeronautics, Department of Commerce, in an article commemorating the flight at Kitty Hawk, December 17, 1903, stated:

The Department requires that all airplanes carry identification number whether engaged in interstate, intrastate, or private operations, but it can not establish minimum requirements for structural standards in airplanes which are operated solely within one state. As a result airplanes which might be and frequently are condemned by the Department's inspectors and are refused federal licenses for interstate commerce may obtain identification numbers and operate within their own state carrying passengers or property.

The only effective method of covering this situation is by state legislative action. This has already been initiated in several states and is being considered in others. The result of such legislative action in all of the states will eliminate the condemned or unairworthy airplanes. The result will be that the confidence of the laymen will be greatly increased. At present it makes no difference to him whether he reads that an airplane which crashed was identified or licensed. He does not understand that the licensed airplane would have been inspected and passed as airworthy, while the identified airplane may have been one that was condemned by the Department of Commerce.

We hope to have such legislation as may be recommended by the Committee of the National Association of Railroad and Public Utilities Commissioners for the consideration of yourself and the Legislature at the coming session.

Respectfully,

W. T. LEE, *Chairman*,
GEO. P. PELL,
A. J. MAXWELL,
Commissioners.

Attest:

R. O. SELF, *Chief Clerk.*

W. G. WOMBLE, *Rate Clerk.*

JOHN MITCHELL, *Chief Bank Examiner.*

I. M. BAILEY, *Counsel.*

DECISIONS AND ADJUSTMENTS OF COMPLAINTS

RAILROAD COMPANIES

ORDER

IN THE MATTER OF RATES ON FERTILIZER AND FERTILIZER MATERIALS BETWEEN POINTS IN NORTH CAROLINA.

CORRECTION

CARLOAD MINIMUM WEIGHTS

This order is intended to make effective within North Carolina the same minimum carload weights as authorized by order of the Interstate Commerce Commission in Docket 16295, except that cottonseed hulls has been eliminated from Appendix carrying list of fertilizer materials. In other words, the carload minimum weights on manufactured fertilizer and on fertilizer materials should be 40,000 pounds, except that no reduction in the minimum weight is required on articles named in Appendix "A" which carry a higher minimum than 40,000 pounds.

By order of the Commission:

R. O. SELF,
Clerk.

NORTH CAROLINA CORPORATION COMMISSION V. ALL COMMON CARRIERS BY RAIL WITHIN NORTH CAROLINA. IN THE MATTER OF RATES ON FERTILIZER AND FERTILIZER MATERIAL, BETWEEN POINTS IN NORTH CAROLINA, UPON COMMISSION'S OWN MOTION.

ORDER

Hearing in the above case was held in the hearing room of the Commission at Raleigh, North Carolina, December 9, 1924, with the following appearances:

J. A. Streyer, T. M., American Short Line Railroad Association, Atlanta, Ga.

G. F. Dempsey, G. F. A., Aberdeen & Rockfish Railroad Company, Fayetteville, N. C.

J. W. Perrin, A. F. T. M., A. C. L. Railroad Company, Wilmington, North Carolina.

E. T. Ussery, Assistant to President, Atlantic & Western Railroad, Sanford, N. C.

A. E. Pittman, Assistant to Traffic Manager, Atlantic & Yadkin Railway (J. W. Fry and A. E. Smith, Receivers), Greensboro, N. C.

N. S. Richardson, Traffic Manager, Dover — Southbound Railroad, Dover, N. C.

W. A. Marshall, Chief Clerk, Traffic Dept., Norfolk Southern Railroad Company, Carolina Railroad Company and Kinston-Carolina Railroad, Norfolk, Va.

T. T. Massengill, A. G. F. A., S. A. L. Railway Company, Norfolk, Va.
Murray Allen, Attorney S. A. L. Railway Company, Raleigh, N. C.

E. R. Gardner, Commerce Agent, Southern Railway, Washington, D. C.

W. N. McGehee, Commerce Counsel, Southern Railway, Washington, D. C.

D. A. Dashiell, Chairman, Traffic Committee, National Fertilizer Association, Southern Fertilizer Association, F. S. Royster Guano Company, Armour Fertilizer Works, Swift & Co., and International Agricultural Corporation.

A. J. Whitman, T. M., the American Agricultural Chemical Company, New York City.

T. A. Bosley, T. M., Virginia-Carolina Chemical Company, Richmond, Virginia.

J. I. Morgan, Manager, Farmville Oil & Fertilizer Company, Farmville, N. C.

O. L. Stubbs, T. M., Eastern Carolina Oil Company, Norfolk, Va.

R. L. Askea, T. M., Traffic Bureau, Raleigh Chamber of Commerce, Raleigh, N. C.

S. O. Izlar, Caraleigh Phosphate & Fertilizer Works, Raleigh, N. C.

The following was made as an opening statement by Chairman Lee:

Is there any objection to proceeding to opening the hearing? If there is no objection, I desire to make a short statement. For sometime past verbal complaints have been reaching the Commission concerning current rates on fertilizer within the State. However, we took no action in the matter, on account of the fact that the present rates were made by the Special Rate Commission, appointed by Governor Craig, and since that time have received the same increases and reductions as other rates in the south generally; and on account of the further fact that when these rates were originally put in effect within the State they were lower, upon a mileage basis, than fertilizer rates generally in this territory. Soon after these mileage rates became effective action was started before the Interstate Commerce Commission by shippers in Norfolk and Charleston claiming discrimination against these points in shipping fertilizer into North Carolina as against this mileage scale applicable between points in this State. Our Commission defeated these cases and succeeded in making this scale stand up, while the rates from Norfolk and Charleston into the State were reduced to the same level, or about 20 cents per ton. Since that time this scale, which became known as the Royster Scale, has been made applicable throughout our territory generally, both interstate as well as intrastate. For these reasons our Commission has hesitated to take action upon its own motion looking to a reduction in these rates; however, in February, 1924, the South Carolina Commission reduced fertilizer rates in that State approximately 12 per cent, and later the Alabama Commission lowered their fertilizer rates; still later, and only recently, the Georgia Commission has likewise made reductions. We are informed that the carriers have brought, or will bring, before the Interstate Commerce Commission the question of reasonableness of reductions made in the rates south of us, but in the meantime our Commission determined to review our fertilizer rates and give the carriers an opportunity to justify the present rates and show why they should not be reduced, and at the same time give shippers and receivers an opportunity to present their views covering the subject. We are here now for the purpose of hearing both sides of the matter.

Testimony was presented both by the carriers and shippers, the former contending that since the Interstate Commerce Commission had recently given notice of an *Ex Parte* proceeding before that body inquiring into fertilizer rates generally within the South, nothing should be done within North Carolina until the question of interstate rates was settled. It was the shippers' opinion that in view of the investigation of fertilizer rates in certain sections of the South, the intrastate rates in North Carolina should receive prompt attention; however, in view of this situation, this Commission after due consideration, deemed it advisable to await action by the Interstate Commerce Commission in the matter of interstate rates, and in the

meantime to intervene in the case before that body in order to get before it the views of our Commission. The views of this Commission were duly presented by Commissioner Maxwell before the Interstate Commerce Commission, (in I. C. C. Docket 16295, rates on fertilizer and fertilizer materials between Southern points) at Montgomery, Ala., at hearing beginning September 2, 1925, as follows:

"On behalf of the North Carolina Corporation Commission, I wish to make the following statement:

"Rates on fertilizer between points in North Carolina prior to 1913, were on substantially an equal basis with interstate rates from Norfolk, Va., and Charleston, S. C. Upon order of a special legislative commission in 1913, rates on fertilizer between points in North Carolina were reduced twenty cents per ton. Resulting from this reduction, complaint was filed by the Royster Guano Company, in Norfolk, alleging discrimination in the interstate rates, and subsequently a similar complaint from the Charleston Freight Steering Committee. Upon hearing of these complaints, the Interstate Commerce Commission found a discrimination to exist against the interstate rates and in favor of the intrastate rates, which the carriers were required to remove by reduction of the interstate rates to the level of the rates between points in North Carolina and restoring an equal relationship as between intra and interstate rates. In 1924, in the Blackshear case, the Interstate Commerce Commission prescribed a lower level of rates to apply interstate between Blackshear, Ga., and points in Florida than the level of rates approved in the case of the Royster Guano Company and of the Charleston Freight Steering Committee.

"Upon investigation, it also appeared that the rates between points in North Carolina are on a higher level than like rates in any other of the southeastern States. In December, 1924, a hearing was assigned before the North Carolina Corporation Commission to determine if there should be a reduction of rates on fertilizer between points in North Carolina. No order has yet been issued by the North Carolina Corporation Commission resulting from this hearing for the reasons:

"First, it was apparent after the completion of the record in that hearing that an order could not be made effective until the larger part of the movement for the crop season of 1925 had taken place.

"Second, that a reduction in rates between points in North Carolina without a corresponding reduction in interstate rates would create another discriminatory situation with respect to interstate shippers, and

"Third, the order for this general investigation by the Interstate Commerce Commission of fertilizer rates in the Southeast had been issued and it seemed reasonable to expect that a final determination fixing a uniform general level of interstate rates within the Southeast would be made before the beginning of the fertilizer movement for the next crop season.

"For these reasons, no order has been made by the North Carolina Corporation Commission in its proceeding above referred to and with the hope and expectation that such order may be made before the beginning of another season for movement of fertilizer and under conditions which will permit a readjustment of rates on fertilizer between points in North Carolina on a level no higher than obtains generally throughout the Southeast and without creating any discrimination against interstate shippers. It seems

to us apparent that the level of rates on fertilizer between points in North Carolina adopted in 1913, and which became the basis for the scale of rates known as the Royster Scale, is a higher scale of rates than should be continued between points in North Carolina or adopted for general application, state and interstate, throughout the Southeast. The Interstate Commerce Commission has found in the Blackshear Case that the issues involved in the case of the Royster Guano Company and of the Charleston Freight Steering Committee were limited to the question of removal of discrimination against interstate shippers involved in these complaints and that it was not the intention in those proceedings to fix a general level of rates on fertilizer for application throughout the Southeast.

"It is our opinion that a lower level than the Royster Scale should be adopted for general application throughout the Southeast, and it is the purpose of the North Carolina Corporation Commission to revise the schedule of rates on fertilizer between points in North Carolina before the season for another general movement of fertilizer and as soon as this may be done without creating discrimination against interstate shippers."

The Interstate Commerce Commission issued its decision in the above case (113 I. C. C. 16295) July 19, 1926, and for historical purposes we quote the opening paragraph of its order:

Eastman, Commissioner:

Dissatisfaction on the part of shippers and users as well as of carriers with the rates on commercial fertilizer and fertilizer materials in southern territory has for sometime been increasingly evident. Our decisions upon such formal complaints as have been brought have served only to mitigate the discontent in the particular sections affected. Interstate rates vary greatly for substantially similar hauls; many indefensible fourth-section departures exist; and the intrastate rates which have been enforced by some of the States are attacked by the carriers as unreasonably low, and it is alleged that they adversely effect manufacturers and dealers shipping into those States over interstate routes. During 1924, three petitions were filed with us by carriers seeking relief under section 13 of the interstate commerce act from the intrastate rates, respectively, in South Carolina, Alabama and Georgia. Three times the rates on fertilizer from Norfolk, Va., to points in North Carolina have been before us in what have come to be known as the Royster cases, but the rates there finally prescribed are now deemed unsatisfactory by the Corporation Commission of North Carolina. These conditions obtaining throughout southern territory led us on October 7, 1924, upon our own motion, to institute a general investigation and inquiry—

Into and concerning said interstate rates on fertilizers, fertilizer compounds, and fertilizer materials and the charges resulting therefrom * * * with a view to determining whether said rates and charges are unreasonable or are unduly prejudicial to or unduly preferential of particular localities or persons and to making such order or orders as may be proper in the premises.

The statistical position of the fertilizer industry in commerce, including distribution and use in the different sections of the South was gone into by the Interstate Commerce Commission in the general case (113 I. C. C. 389) and the record does not reveal any conflict, but on the contrary is in line with evidence produced before this Commission and the record in both cases is conclusive on the point of justifying reasonableness of an increased minimum carload weight on mixed fertilizer from 15 to 20 tons, in fact this is the minimum proposed by North Carolina shippers.

Upon the record before us no other method of determining just and reasonable rates is possible than the exercise of our best judgment in the light of all evidence submitted. After careful consideration of this evidence, and having in mind the principles which we believe should be applied in distributing the burden of rail transportation we have reached the conclusion that the scale shown below should be adopted.

We, therefore, find that the rates applicable to the intrastate transportation in carloads of manufactured fertilizers and of the fertilizer materials listed in Appendix A hereto over standard lines (Listed in Appendix B) between points in North Carolina are, and for the future will be, unreasonable to the extent that they exceed rates per net ton based on the distance scale shown in the table below, subject to the minimum carload weight of 40,000 pounds in the case of manufactured fertilizer, and 40,000 minimum in the case of mixed carloads of fertilizer materials; provided, however, that in applying such rates to the longer hauls the respondent carriers may for purposes of tariff simplification, subject to our approval, use groups of moderate extent and measure the rates by distances to and from fairly representative points in such groups.

<i>Distances</i>	<i>Rate in Cents</i>	<i>Distances</i>	<i>Rate in Cents</i>
10 miles and under	100	200 miles and over 190	320
15 miles and over 10	110	210 miles and over 200	330
20 miles and over 15	120	220 miles and over 210	335
25 miles and over 20	125	230 miles and over 220	345
30 miles and over 25	135	240 miles and over 230	350
35 miles and over 30	140	250 miles and over 240	360
40 miles and over 35	150	260 miles and over 250	365
45 miles and over 40	155	270 miles and over 260	375
50 miles and over 45	165	280 miles and over 270	380
55 miles and over 50	170	300 miles and over 280	395
60 miles and over 55	180	320 miles and over 300	410
65 miles and over 60	185	340 miles and over 320	425
70 miles and over 65	195	360 miles and over 340	440
75 miles and over 70	200	380 miles and over 360	450
80 miles and over 75	205	400 miles and over 380	460
85 miles and over 80	210	420 miles and over 400	470
90 miles and over 85	215	440 miles and over 420	480
95 miles and over 90	220	460 miles and over 440	490
100 miles and over 95	225	480 miles and over 460	500
110 miles and over 100	235	500 miles and over 480	505
120 miles and over 110	245	520 miles and over 500	515
130 miles and over 120	255	540 miles and over 520	525
140 miles and over 130	265	560 miles and over 540	535
150 miles and over 140	275	580 miles and over 560	545
160 miles and over 150	285	600 miles and over 580	555
170 miles and over 160	295	620 miles and over 600	565
180 miles and over 170	305	640 miles and over 620	575
190 miles and over 180	315	660 miles and over 640	585

We further find that the rates applicable to the intrastate transportation, in carloads of the aforesaid mixed fertilizers and fertilizer materials (see Appendix A) throughout North Carolina over routes made up, in whole or in part, of any of the short or weak lines listed in Appendix C (except the Norfolk Southern) and for the future will be unreasonable to the extent that they exceed rates per net ton based on the distance scale shown in the table above plus an arbitrary of not to exceed 50 cents per net ton, subject to the minimum carload weights found reasonable, such arbitrary to accrue solely to the participating short or weak line or lines.

We further find that the rates applicable to the intrastate transportation, in carloads, of the aforesaid mixed fertilizer and fertilizer materials throughout North Carolina over routes made up, in whole or in part of the lines of the Norfolk Southern Railroad are, and for the future will be, unreasonable to the extent that they exceed rates per net ton based on the distance scale shown in the table above, subject to the minimum carload weights, found reasonable, plus 10 per cent, but in no event to exceed 50 cents per net ton, such excess over and above the standard rates to accrue solely to the Norfolk Southern Railroad.

The carriers propose to maintain rates on less-than-carload traffic, as do also the shippers, made 120 per cent of the carload rates. This is the classification basis in southern territory and has been in effect for sometime. The Interstate Commerce Commission found this spread between less-than-carload and carload rates too small when compared with the spread between corresponding rates on other commodities. The less-than-carload fertilizer traffic in this territory is apparently not of great proportions. While the record is not altogether satisfactory upon this point the Interstate Commerce Commission found it adequate to warrant the conclusion that the less-than-carload rates should not be less than 130 per cent of the carload rates.

We, therefore, find that the rates applicable to the intrastate transportation in less-than-carloads of the aforesaid mixed fertilizers and fertilizer materials throughout North Carolina, described in Appendix A hereto, are, and for the future will be, unreasonable to the extent that they exceed rates per net ton equal to 130 per cent of the corresponding rates prescribed herein for carload shipments.

IT IS THEREFORE ORDERED, That all common carriers by rail within the State be and they are hereby ordered, and directed to put in force on January 1st, 1927, rates on fertilizer and fertilizer materials; listed in Appendix A, hereto attached, and hereby made a part of this order, over standard lines listed in Appendix B, the mileage scale shown below in cents per ton of 2,000 pounds:

<i>Distances</i>	<i>Rate in Cents</i>	<i>Distances</i>	<i>Rate in Cents</i>
10 miles and under	100	140 miles and over 130	265
15 miles and over 10	110	150 miles and over 140	275
20 miles and over 15	120	160 miles and over 150	285
25 miles and over 20	125	170 miles and over 160	295
30 miles and over 25	135	180 miles and over 170	305
35 miles and over 30	140	190 miles and over 180	315
40 miles and over 35	150	200 miles and over 190	320
45 miles and over 40	155	210 miles and over 200	330
50 miles and over 45	165	220 miles and over 210	335
55 miles and over 50	170	230 miles and over 220	345
60 miles and over 55	180	240 miles and over 230	350
65 miles and over 60	185	250 miles and over 240	360
70 miles and over 65	195	260 miles and over 250	365
75 miles and over 70	200	270 miles and over 260	375
80 miles and over 75	205	280 miles and over 270	380
85 miles and over 80	210	300 miles and over 280	395
90 miles and over 85	215	320 miles and over 300	410
95 miles and over 90	220	340 miles and over 320	425
100 miles and over 95	225	360 miles and over 340	440
110 miles and over 100	235	380 miles and over 360	450
120 miles and over 110	245	400 miles and over 380	460
130 miles and over 120	255	420 miles and over 400	470

<i>Distance</i>		<i>Rate in Cents</i>	<i>Distance</i>		<i>Rate in Cents</i>
440 miles and	420	480	560 miles and	540	535
460 miles and	440	490	580 miles and	560	545
480 miles and	460	500	600 miles and	580	555
500 miles and	480	505	620 miles and	600	565
520 miles and	500	515	640 miles and	620	575
540 miles and	520	525	660 miles and	640	585

In computing distances for the application of the foregoing rates the shortest route shall be used over which carload traffic can be moved without transfer of lading.

IT IS FURTHER ORDERED, That the short or weak lines, listed in Appendix C, put in force on January 1, 1927, rates on fertilizer and fertilizer materials made the same as rates provided above to apply over standard lines plus 50 cents per ton, the arbitrary of 50 cents per ton shall accrue solely to the said weak lines, except that the Norfolk Southern Railroad shall apply over its lines rates made the same as rate table provided above for standard lines plus 10 per cent, but in no event to exceed 50 cents per net ton, such excess above the standard rates to accrue solely to the Norfolk Southern Railroad.

IT IS FURTHER ORDERED, That all common carriers by rail within the State in applying rates provided above be, and they are hereby ordered and directed to make said rates throughout the State over routes made up in whole, or in part, of the short or weak lines, including the Norfolk Southern Railroad in accordance with basis shown above for such short or weak lines, including the Norfolk Southern Railroad, provided that all common carriers by rail within the State are hereby authorized to compete with each other upon the filing of such competitive rates with this Commission, and provided further in no case shall the basis provided above operate to make rates in any case higher than the lowest combination.

IT IS FURTHER ORDERED, That all common carriers by rail within the State put in force January 1, 1927, simultaneously with the carload rates on fertilizer, and fertilizer materials provided above, less-than-carload rates on the same commodity or commodities, rates which shall not exceed 130 per cent of the corresponding rates hereinbefore prescribed for carload movements.

By order of the Commission:
This 30th day of November, 1926.

R. O. SELF,
Clerk.

APPENDIX "A"

LIST OF FERTILIZER MATERIALS IN STRAIGHT CARLOADS

Ammonia, sulphate of, in packages or in bulk, C. L., minimum weight, 40,000 pounds.

Ashes:

Bagasse, cactus, cotton boll, burr or seed hull, manure, sage brush or wood, in packages, or in bulk, C. L., minimum weight, 30,000 pounds.

Kelp, in bags, C. L., minimum weight, 30,000 pounds.

Rice hull, in packages or in bulk, C. L., minimum weight, 30,000 pounds.

Beets slops (beet sugar final molasses residuum), in tank cars, C. L., subject to Rule 35 of Southern Classification.

Blood, dried, in bulk in bags or barrels, or in bulk, C. L., minimum weight, 40,000 pounds.

Bone, charred, filtering (animal charcoal), spent, in bags, C. L., minimum weight, 36,000 pounds.

Bones, other than human or fresh-meat bones: Ground, in bags or barrels, C. L., minimum weight, 30,000 pounds.

Not ground, in packages or in bulk, C. L., minimum weight 30,000 pounds.

Castor-bean hulls or stems, ground or not ground, in packages or in bulk, C. L., minimum weight, 30,000 pounds.

Castor pomace, in bags or in bulk, C. L., minimum weight, 40,000 pounds.

Cement flue dust, in packages or in bulk, C. L., minimum weight, 40,000 pounds.

Cocoa-bean shells, ground, in bulk in bags, C. L., minimum weight, 40,000 pounds.

Cotton seed cake, or meal, loose or in bags, C. L., minimum weight, 40,000 pounds.

Cyanamid, in packages or in bulk, C. L., minimum weight, 40,000 pounds.

Distillery molasses fertilizer residuum (dry or liquid residuum from molasses distillation).

Liquid, in tank cars, C. L., subject to Rule 35 of Southern Classification. Dry, in bags, barrels or boxes, C. L., minimum weight, 36,000 pounds.

Fertilizer blacks (refuse black material for coloring fertilizers), in bulk in bags or barrels, C. L., minimum weight, 36,000 pounds.

Fertilizer wool refuse, in machine-pressed bales, C. L., minimum weight, 30,000 pounds, subject to Rule 34.

Fertilizer compounds (manufactured fertilizers) N. O. I. B. N., dry, in bulk in cloth or paper bags or in bulk in barrels or boxes, C. L., minimum weight, 30,000 pounds.

Fish scrap, dry, not ground nor pulverized, or acid fish scrap, in packages, or in bulk, C. L., minimum weight, 36,000 pounds.

Grape Pomace:

Dry, in packages or in bulk, C. L., minimum weight, 36,000 pounds.

Other than dry, in packages or in bulk, C. L., minimum weight, 36,000 pounds.

Iron or steel flue dust, in packages or in bulk, C. L., minimum weight, 50,000 pounds.

Lime Nitrogen:

In iron or steel barrels, C. L., minimum weight, 40,000 pounds.

In tank cars, C. L., subject to Rule 35 of Southern classification.

Lime (calcium), nitrate of, in double bags or in bulk in barrels, C. L., minimum weight, 40,000 pounds.

Meal:

Hoof of horn, in bags or in bulk, C. L., minimum weight, 30,000 pounds.

Kapok seed, in bags or in bulk, C. L., minimum weight, 60,000 pounds.

Rape seed, in packages or in bulk, C. L., minimum weight, 40,000 pounds.

Senna bean, in bags, C. L., minimum weight, 40,000 pounds.

Mussel meat, not edible, dry, in bags or barrels, C. L. minimum weight, 30,000 pounds.

Peanut oil cake or oil cake meal, in bags or in bulk, C. L. minimum weight, 40,000 pounds.

Peat:

Ground, in packages or in bulk, C. L., minimum weight, 36,000 pounds.

Not ground, in packages or in bulk, C. L., minimum weight, 36,000 pounds.

Phosphate, basic, in packages or in bulk C. L., minimum weight, 40,000 pounds.

Phosphate Rock:

Ground or pulverized—

Acidulated (acid phosphate), in packages or in bulk, C. L., minimum weight, 40,000 pounds.

Acidulated and ammoniated, in packages or in bulk, C. L., minimum weight, 40,000 pounds.

Potassium (Potash):

Alkali salts, crude, dry, in packages or in bulk, C. L., minimum weight, 40,000 pounds.

Beet or cane residuum, in bags, C. L., minimum weight, 40,000 pounds.

Carbonate of, crude, in bulk, in barrels, C. L., minimum weight, 40,000 pounds.

Hartsalz, Kainit, Manure salts, double manure salts, or sylvanit, in packages or in bulk, C. L., minimum weight, 40,000 pounds.

Muriate of (chloride of potassium), in bags or bulk in barrels or boxes, or in bulk, C. L., minimum weight, 40,000 pounds.

Suphate of, in bags or in bulk in barrels or boxes, or in bulk, C. L., minimum weight, 40,000 pounds.

Tobacco crystals (tobacco potash salts), in bags or barrels, C. L. minimum weight, 40,000 pounds.

Sea grass, sea moss, or seaweed:

Kelp, dried or ground, in bags, C. L., minimum weight, 30,000 pounds.

Seasame oil cake or oil cake meal, in bags or in bulk, C. L., minimum weight, 40,000 pounds.

Shells, clam, mussel, or oyster:

Crushed or ground in packages or in bulk, C. L., minimum weight, 36,000 pounds.

Not crushed nor ground, in packages or in bulk, C. L., minimum weight, 40,000 pounds.

Sodium (soda):

Nitrate of (Chili saltpetre), in bags or in bulk in barrels or boxes, or in bulk, C. L., minimum weight, 40,000 pounds.

Nitre cake (crude bi-sulphate of soda), in packages or in bulk, C. L., minimum weight, 40,000 pounds.

Soil compounds, containing two or more of the following ingredients:

Potash	Magnesia
Phosphates	Carbonates
Sulphates	Iron Oxides
Lime	Chlorides
Silicates	Manganese

Carload minimum weight, 30,000 pounds.

Soy (soja or soya) bean oil cake or oil cake meal, loose or in bags, C. L., minimum weight, 40,000 pounds.

Sugar cake mud (refuse from sugar filter presses), in bags, C. L., minimum weight, 40,000 pounds.

Sulphur, (brimstone), in bulk in bags or in bulk, C. L., minimum weight, 40,000 pounds.

Tankage:

Garbage, dry, in bags or in bulk, C. L., minimum weight, 40,000 pounds.

Tankage, N. O. I. B. N., in bags or in bulk, C. L., minimum weight, 40,000 pounds.

Tobacco, unmanufactured, stems, ground in bags, C. L., minimum weight, 40,000 pounds.

Tobacco dust, refuse, sand, or waste, in packages, or in bulk, C.L., minimum weight, 30,000 pounds.

LESS CARLOAD

Ashes:

Bagasse, cactus, cotton boll, burr or seed hull, manure, sage, brush or wood, in bags.

Kelp, in bags.

Rice hull, in bags.

Bones, other than human or fresh meat bones:

Ground, in bags or barrels.

Not ground, in bags or barrels, or in barrels with cloth tops.

Castor bean hulls or stems, ground or not ground, in bags or barrels.

Cotton seed cake or meal, in bags.

Cyanamid, in bags or barrels.

Fertilizing compound (manufactured fertilizers) N. O. I. B. N., dry, in bulk, in bags, barrels or boxes.

Lime (calcium), nitrate of, in double bags or in bulk in barrels.

Mussel meat, not edible, dry, in bags or barrels.

Peanut oil cake or oil cake meal, in bags.

Phosphate, basic, in bags.

Phosphate rock:

Ground or pulverized—

Acidulated (acid phosphate), in bags or barrels.

Acidulated and ammoniated, in bags or barrels.

Potassium (potash):

Alkali salts, crude, dry, in bulk in bags, barrels, or boxes.

Hartsalz, kainit, manure salts, double manure salts or sylvanit, in bags, barrels, or boxes.

Murate of (chloride of potassium), in bags or in bulk, in barrels, or boxes.

Suphate of, in bags or in bulk, in barrels, or boxes.

Tobacco crystals, (tobacco potash salts), in bags or barrels.

Sea grass, sea moss, or seaweed:

Kelp, dried or ground, in bags.

Shells, clam, mussel or oyster:

Crushed or ground, in bulk in bags, barrels or boxes.

Not crushed nor ground, in bags, barrels or boxes.

Sodium (soda), nitrate of (chili saltpetre), in bags or in bulk in barrels or boxes.

Soy (soja or soya) bean oil cake or oil cake meal, in bags.

Tankage:

Garbage, dry, in bags.

Tankage, N. O. I. B. N., in bags.

Tobacco, unmanufactured, stems, ground, in bags.

APPENDIX "B"

Asheville Southern Railway Company.

Atlantic Coast Line Railroad Company.

Atlantic & Yadkin Railway Company (J. W. Fry, and A. E. Smith, Receivers.)

Clinchfield Railroad.

Carolina & Northwestern Railway Company.

Carolina & Tennessee Southern Railway Company.

Durham Southern Railway Company.

East Carolina Railway.

High Point, Randleman, Asheboro & Southern Railroad Company.

Louisville & Nashville Railroad Company.

Norfolk & Western Railway Company (all divisions).

Piedmont & Northern Railway Company.

Seaboard Air Line Railway Company.

Southern Railway Company.

Virginia & Carolina Southern Railroad Company.

Washington & Vandemere Railroad Company.

Winston-Salem Southbound Railway Company.

Yadkin Railroad Company.

APPENDIX "C"

Aberdeen & Rockfish Railroad Company.

Appalachian Railway Company.

Atlantic & Carolina Railroad Company.

Atlantic & Western Railroad Company.

Black Mountain Railway Company.

Bonlee & Western Railway Company.
Carolina & Southern Railway Company.
Carolina Railroad Company.
Carolina & Northeastern Railroad Company.
Carolina & Georgia Railway Company.
Cliffside Railroad Company.
Danville & Western Railway Company.
Dover & Southbound Railroad Company.
Graham County Railroad Company.
Elkin & Alleghany Railroad Company.
East Tennessee & Western N. C. Railroad Company.
High Point, Thomasville & Denton Railroad Company.
Kinston Carolina Railroad Company.
Laurinburg & Southern Railroad Company.
Lawndale Railway & Industrial Company.
Linville River Railway Company.
Maxton, Alma & Southbound Railroad Company.
Moore Central Railway Company.
Norfolk Southern Railroad Company.
Raleigh & Charleston Railroad Company.
Rockingham Railroad Company.
Tallulah Falls Railway Company. (J. F. Gray, Receiver).
Tennessee & North Carolina Railway Company.
The Townsville Railroad Company.
Tuckaseegee & Southeastern Railway Company.
Warrenton Railroad Company.
Wilmington, Brunswick & Southern Railroad Company.

NATIONAL OIL COMPANY v. ATLANTIC COAST LINE RAILROAD COMPANY, CAROLINA RAILROAD COMPANY, NORFOLK SOUTHERN RAILROAD COMPANY.

ORDER

Hearing was held in this matter at Raleigh December 7, 1926. It appears the present rate on gasoline, or oil, in tank cars, carload, from Wilmington, N. C., to Snow Hill, N. C., is forty-two (42) cents per hundred, which is a combination rate. There is a published through rate on the same commodity from Norfolk, Va., to Snow Hill, N. C., of forty (40) cents per hundred pounds, which the carriers allege was made the same as rate in effect from Norfolk to Maury, N. C., a station on the East Carolina Railway just across the country from Snow Hill. The distances to Snow Hill, are from Norfolk, Va., 164 miles; from Wilmington, N. C., 126 miles. The rate on gasoline, carload, from Norfolk, Va., to Kinston, N. C., is thirty (30) cents per hundred, and from Wilmington to Kinston, N. C., twenty-six and half (26½) cents per hundred pounds. The difference in the rate from Norfolk to Snow Hill over Kinston is ten (10) cents and the Commission is of the opinion, and so finds, that the Norfolk rate is discriminatory against Wilmington.

IT IS THEREFORE ORDERED, That the Atlantic Coast Line Railroad Company, the Carolina Railroad Company and the Norfolk Southern Railway Company

be, and they are hereby ordered and directed to put in force on or before January 25, 1927, rate of thirty-six and half ($36\frac{1}{2}$) cents per hundred on gasoline, in tank cars, carload minimum shell capacity of tank, from Wilmington, N. C., to Snow Hill, N. C.

By order of the Commission:

R. O. SELF,

This 4th day of January, 1927.

Clerk.

**EASTERN CAROLINA WHOLESALE DEALERS & MANUFACTURERS
ASSOCIATION, v. NORFOLK SOUTHERN RAILROAD COMPANY.**

ORDER

This is a complaint of unreasonableness of rates on empty truck barrels from Beaufort and New Bern, N. C., to Morehead City, N. C. Hearing was held in Raleigh February 8, 1927. The rate being charged at present is \$19.00 per car, 10,000 lbs., from both points to Morehead City. The North Carolina Exception Sheet provides for sixth class rating on empty truck barrels, carload 10,000 lbs. minimum, and the application of this Exception Sheet would make the rates to Morehead City from Beaufort $8\frac{1}{2}$ cents, from New Bern 16 cents per 100 lbs., or \$8.50 per car from Beaufort and \$16 per car from New Bern.

During the administration of the Director General of Railroads there was put into effect throughout Southern territory a minimum line of class rates, governed by the straight Southern Classification rating, regardless of ratings named in the Exception Sheet. Empty truck barrels, carload, in Southern Classification take third class rating and the 3rd class minimum rate in the scale referred to above is 19 cents per 100 lbs.

Both the Atlantic Coast Line and Norfolk Southern have in commodity rates in certain cases to apply on empty truck packages from manufacturing points to points of consumption, while the plant at Morehead City is compelled to pay regular class rates and in this instance class rate which is, in the opinion of the Commission, unreasonable especially for short distances.

IT IS THEREFORE ORDERED, That the Norfolk Southern be, and it is hereby directed to put in force on March 15, 1927, rate on empty truck barrels, carload, to Morehead City, N. C., from Beaufort, N. C., \$15.00 from New Bern, N. C., \$16.00 per car of 10,000 lbs., excess weight to be charged for in proportion.

By order of the Commission:

R. O. SELF,

This 9th day of February, 1927.

Clerk.

ORNAMENTAL STONE COMPANY, THROUGH W. S. CREIGHTON, TRAFFIC MANAGER, CHARLOTTE, N. C., v. ATLANTIC & YADKIN RAILWAY COMPANY (A. E. Smith and J. W. Fry, Receivers), ATLANTIC COAST LINE RAILROAD COMPANY, CAROLINA & NORTHWESTERN RAILWAY COMPANY, CLINCHFIELD RAILROAD, NORFOLK & WESTERN RAILWAY, NORFOLK SOUTHERN RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY COMPANY, SOUTHERN RAILWAY COMPANY, WINSTON-SALEM SOUTHBOUND RAILWAY COMPANY.

ORDER

This case was heard at Raleigh, November 18, 1926. Evidence at the hearing disclosed the following: Complainants having established a plant for manufacturing artificial stone, at Charlotte, began shipping stone some-

thing like four years ago under class rates then in effect and are now asking for commodity rates lower than class rates upon the ground that there are commodity rates in effect from Richmond, Va., and other interstate points into North Carolina on a lower level than they are paying within the State. Reparation is asked for on shipments moving since August 6, 1926, the date of their complaint, based upon rates which this Commission may find reasonable in this case. Complainants also allege that they are entitled to have rates made the same as on natural stone and in fact they feel that the present natural building stone rates should be recognized as covering their stone since the natural stone tariffs do not distinguish between the classes of building stone, that is, the tariffs do not specify artificial or natural but simply cover "stone." Moreover, they say, that Indiana limestone with which their greatest competition exists is being brought into the State and reworked and reshipped under the natural stone rates.

Carriers do not deny that complainants are entitled to a readjustment of their rates, but contend that the natural stone rates are too low even for natural stone and indicate that they will within a reasonably short time make application to our Commission to revise the natural stone rates, and will at that time propose a line of rates to apply uniformly both on natural as well as artificial stone. The carriers propose in this case that we adopt for use within North Carolina the same scale of rates on artificial stone in carloads as in effect between Richmond, Va., and points in North Carolina at this time, and state that if this is done they will recommend to their respective traffic people that the rates so ordered by the Commission be applied from Charlotte to North Carolina points since August 6, 1926, the date of complaint.

Unquestionably rates now being charged complainants are too high and out of line with other stone rates, however, these are class rates and as such were made and put in force by state authorities and while this Commission also made the commodity rates on natural stone now in force, we did not have in mind at the time the making of rates on artificial stone but only on natural stone. Moreover, until this complaint reached us we were not informed that there was artificial stone being manufactured, or shipped between points within our State. In the meantime, rates on artificial stone in carloads from Richmond, Va., and other interstate origin points to points within the State, which are higher than natural stone rates within the State, were installed. These rates are in effect at this time and evidence in this case shows there is a movement of stone under these rates, therefore it will be apparent that if we should order the present class rates on artificial stone reduced to commodity rates upon a level with natural stone rates we would be relieving discrimination within the State and at the same time at least raising a question of discrimination against interstate traffic.

It would, therefore, seem that the reasonable thing to be done in this case is to provide rates which are more reasonable than in effect at this time, and while these rates may not entirely relieve the discrimination complained of in that they are not on a parity with the rates on natural stone, they will give the complainant considerable relief and we feel will assure refund to basis of these rates on shipments already moved since August 6, 1926.

Rates which we will authorize should be considered as temporary pending the time when the application of the carriers may be received when the whole

body of stone rates can be reviewed and the advisability determined as to placing rates on both artificial and natural stone upon an exact parity as to rate levels.

IT IS THEREFORE ORDERED, That the

Atlantic & Yadkin Railway Company
 (A. E. Smith and J. W. Fry, Receivers)
 Atlantic Coast Line Railroad Company
 Carolina & Northwestern Railway Company
 Clinchfield Railroad
 Norfolk & Western Railway Company
 Norfolk Southern Railroad Company
 Seaboard Air Line Railway Company
 Southern Railway Company
 Winston-Salem Southbound Railway Company

be and they are hereby ordered and directed to put in force on April 25, 1927, rates on artificial building stone, in carloads, as per Descriptions A, B, and C, below, the following scales of rates both single and joint line, as indicated, in cents per ton of 2,000 pounds:

Miles	DESCRIPTION "A"		DESCRIPTION "B"		DESCRIPTION "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
5	90	---	130	---	180	---
10	100	150	140	190	190	240
15	110	160	140	200	200	250
20	110	160	140	200	200	250
25	120	170	150	210	210	260
30	120	170	150	210	210	260
35	130	180	160	220	220	270
40	130	180	160	220	220	270
45	140	190	170	230	230	280
50	140	190	170	230	230	280
55	140	200	180	230	230	290
60	140	200	180	230	230	290
65	150	200	190	230	240	290
70	150	200	190	230	240	290
75	160	210	200	240	250	300
80	160	210	200	240	250	300
85	170	220	210	250	260	310
90	170	220	210	250	260	310
95	180	230	220	260	270	320
100	180	230	220	260	270	320
110	190	230	230	270	280	320
120	200	240	230	280	290	330
130	210	250	240	290	300	340
140	220	260	250	300	310	350
150	230	270	260	310	320	360
160	230	280	270	320	320	370
170	240	280	280	320	330	370
180	250	290	290	320	340	380
190	260	300	300	330	350	390
200	270	310	310	340	360	400
210	280	320	320	350	370	410
220	290	320	320	360	380	410

Miles	DESCRIPTION "A"		DESCRIPTION "B"		DESCRIPTION "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
220	280	320	320	350	380	410
230	300	330	330	370	390	420
240	310	340	340	380	400	430
250	320	350	350	390	410	440
260	320	360	360	400	410	450
270	340	370	380	400	430	460
280	340	370	380	400	430	460
290	360	390	400	410	450	480
300	360	390	400	410	450	480
310	380	410	410	440	470	500
320	380	410	410	440	470	500
330	400	420	430	460	490	510
340	400	420	430	460	490	510
350	410	440	450	480	500	530
360	410	440	450	480	500	530
370	430	450	470	490	520	540
380	430	450	470	490	520	540
390	450	470	490	500	540	560

Description A—Building blocks, plain faced, not in imitation of chiseled, dressed hammered, or sandrubbed natural stone, loose or in packages, carload minimum weight 36,000 pounds.

Description B—Blocks, pieces of slabs, N. O. I. B. N., moulded in imitation of chiseled, dressed, hammered or sandrubbed natural stone, loose or in packages, carload minimum weight 36,000 pounds.

Description C—Blocks, pieces or slabs, N. O. I. B. N., moulded in imitation of carved lettered or traced natural stone, packed in excelsior, hay, straw, or similar packing material or in packages, carload minimum 36,000 pounds.

Blocks, pieces or slabs, N. O. I. B. N., in slabs or pieces in boxes or crates, or with finished surfaces protected by boxing or crating securely strapped to each piece, carload minimum weight 36,000 pounds.

Miles—Miles are shown for 5 miles and under, 10 miles and over 5, 15 miles and over 10, etc., through the scale.

Applicable to common carriers in Groups "A", "B" and "C." (See Circulars Nos. 252 and 253.

By order of the Commission :

This 25th day of March, 1927.

R. O. SELF,

Clerk.

EQUITABLE FREIGHT ADJUSTMENT BUREAU, PATTON PACKAGE COMPANY, CORBETT PACKAGE COMPANY, MOUNT OLIVE MANUFACTURING COMPANY, v. ATLANTIC COAST LINE RAILROAD COMPANY AND ALL OTHER COMMON CARRIERS BY RAIL WITHIN THE STATE.

ORDER

Rates on Fruit or Berry Crates, and Vegetable Baskets or Hampers, in Straight or Mixed Carloads, between Points in North Carolina.

Hearing in the above matter was held at the office of the Commission, in Raleigh, March 22, 1927, each of the complainants, except the Equitable Freight Adjustment Bureau, have manufacturing plants on the Atlantic Coast Line Railroad. The Atlantic Coast Line Railroad has mileage commodity rates on these commodities published to apply locally on their line per carload of 15,000 lbs., excess weight to be charged for in proportion, and these rates are not subject to the usual 25% deduction in making joint rates with other lines.

On shipments destined to points on other lines charges have usually been arrived at by applying the Atlantic Coast Line commodity rate per car, as before referred to, plus Class A rate, less 25% beyond the junction. It is clear that the Southern Classification provides for Class A rates to apply on these commodities. Some two years ago the carriers issued an exception to the Southern Classification which claimants are contending includes these commodities in the lumber list, and at the lumber rate, with carload minimum weight of 30,000 lbs. There can be no question but that vegetable hampers are included in this list, but there is some doubt that the item referred to therein as berry boxes would properly cover berry crates. In any event the whole rate structure on these commodities has become so confused that it appears neither the shippers or carriers' agents understand the proper application of rates and shippers are seeking to have the Corporation Commission clarify this situation and appear to prefer that the lumber rates be made applicable to these commodities, subject however to a minimum carload weight of 24,000 lbs., which is the lumber minimum within the State. It is generally admitted the commodities will not load more than about 15,000 to 21,000 lbs. per car, depending upon size of the car. Carriers are opposed to a reduction in the minimum and contend that these commodities were included in the lumber list through error.

The Commission is of the opinion and so finds that there should be through reasonable rates on these commodities, and

IT IS THEREFORE ORDERED, that each and every common carrier by rail within the State is hereby ordered and directed to put in force on April 8, 1927, the following mileage rates on fruit or berry crates, set up, (with inside carriers and separators) and vegetable baskets or hampers (nested) in straight or mixed carloads 15,000 lbs. minimum, in cents per 100 pounds, (subject to minimum carload charge of \$15.00 per car):

<i>Miles</i>	<i>Standard Single Line</i>	<i>Standard Joint Line</i>
5 miles and under	6	6
7 miles and over 5	6	7½
10 miles and over 7	7	8½
12 miles and over 10	7	9½
15 miles and over 12	7½	10
17 miles and over 15	7½	10
20 miles and over 17	9	11½
22 miles and over 20	9	11½
25 miles and over 22	9	11½
27 miles and over 25	9	11½
30 miles and over 27	10	12½
32 miles and over 30	10	13
35 miles and over 32	10½	13½
37 miles and over 35	10½	13½
40 miles and over 37	11½	14½

<i>Miles</i>		<i>Standard Single Line</i>	<i>Standard Joint Line</i>
42 miles and over	40	11½	14½
45 miles and over	42	11½	14½
47 miles and over	45	11½	14½
50 miles and over	47	11½	14½
52 miles and over	50	11½	14½
55 miles and over	52	11½	14½
57 miles and over	55	11½	14½
60 miles and over	57	13	15½
62 miles and over	60	13	16
65 miles and over	62	13	16
67 miles and over	65	13	16
70 miles and over	67	13	16
72 miles and over	70	13	16
75 miles and over	72	13½	16½
77 miles and over	75	13½	16½
80 miles and over	77	13½	16½
82 miles and over	80	13½	16½
85 miles and over	82	13½	16½
87 miles and over	85	13½	16½
90 miles and over	87	13½	16½
92 miles and over	90	13½	16½
95 miles and over	92	14½	17
97 miles and over	95	14½	17
100 miles and over	97	14½	17
110 miles and over	100	14½	17
120 miles and over	110	14½	17
130 miles and over	120	14½	17
140 miles and over	130	14½	17½
150 miles and over	140	15½	18
160 miles and over	150	15½	18
170 miles and over	160	16½	19
180 miles and over	170	16½	19
190 miles and over	180	17½	20
200 miles and over	190	17½	20
210 miles and over	200	18½	21
220 miles and over	210	18½	21
230 miles and over	220	19½	22
240 miles and over	230	19½	22
250 miles and over	240	20½	23
260 miles and over	250	20½	23
270 miles and over	260	21½	24
280 miles and over	270	21½	24
290 miles and over	280	22½	26
300 miles and over	290	22½	26

Standard line scales applies for account of Carriers in Groups A and B, as shown in Circulars Nos. 252 and 253.

Rates for account of Norfolk Southern Railroad shall be one and half cents per 100 lbs. higher than standard lines rates. Rates for account of short lines less than 75 miles in length shall be three cents per 100 lbs. higher than rates for other carriers.

IT IS THEREFORE ORDERED, that these rates shall take precedence over either class or commodity rates now applicable on these commodities.

By order of the Commission :

This 29th day of March, 1927.

R. O. SELF,

Clerk.

IN THE MATTER OF APPLICATION OF NEW HOLLAND CORPORATION FOR LICENSE TO BECOME LIMITED COMMON CARRIER FOR HANDLING FREIGHT AND PASSENGER TRAFFIC.

ORDER

This application of the New Holland Corporation recites it is a corporation duly created and organized under the laws of the State of Delaware, being authorized to do business in North Carolina under its laws, for the purpose of developing a large area of land in Hyde County, which is located great distances from rail or water transportation; that the development of said land requires the operation of a large pumping plant by steam power, and this requires a large quantity of coal; that the North Carolina Farms Company originally constructed a railroad primarily for the purpose of transporting coal to the pumping plant at New Holland; that the New Holland Corporation has now rebuilt the line of railroad which was formerly known as New Holland, Higginsport & Mt. Vernon Railroad, a line of standard gauge railroad running from Wenona, in Washington County, where it connects with the Norfolk Southern, to New Holland, in Hyde County; petitioners further say New Holland Corporation finds it necessary to cut and manufacture standing timber into lumber and they anticipate the necessity of conducting a sawmill; and that for this and other purposes the petitioners find it necessary to maintain and operate the above line of railroad; petitioners further recite there is no railroad operating in Hyde County and frequently requests have been made that they render such transportation facilities for the benefit of the general public as it is equipped to render by transporting passengers and commodities for the farmers and general public of the county.

The Commission finds the operation of this railroad as a limited common carrier would be in the public interest, and

IT IS THEREFORE ORDERED, That the New Holland Corporation be and the same is hereby authorized and directed to operate a standard gauge railroad between Wenona, in Washington County, and New Holland, in Hyde County, as a limited common carrier for the purpose set forth in the preamble of this order, and that rates for handling freight, as shown in Local Freight Tariff accompanying petitioners' application be, and the same are hereby approved subject to our usual rule of reviewal upon complaint, effective April 25, 1927.

By order of the Commission:

This 21st day of April, 1927.

R. O. SELF,

Clerk.

IN RE APPLICATION OF THE SOUTHERN RAILWAY FOR AUTHORITY TO CHANGE THE LOCATION OF THE ASHEVILLE FREIGHT STATION FROM ITS PRESENT LOCATION TO A POINT BELOW BILTMORE, KNOWN AS BILTMORE BOTTOMS, AND TO ABANDON THE PRESENT STATION.

ORDER

This is a petition of the Southern Railway for authority to relocate the freight station at Asheville. The petitioner in this proceeding operates three rail lines into and through the City of Asheville and maintains a large yard and transfer warehouses for the large territory served at this point.

The Commission had its inspector make an investigation of the yard, warehouse and transfer facilities at Asheville during the summer of 1923, report of the results of this investigation being made to the Commission under date of November 1, 1923. This report was submitted in evidence at the hearing in Asheville on April 11, 1927, and by motion was made a part of the record in the case. We quote from the report, as follows:

"During a period of three days, 112 merchandise package cars were placed at warehouse for unloading and transferring. I find that these cars stood on the yard an average of forty-three hours per car before they were placed for unloading. During the same period ninety-nine cars were loaded at warehouse for forwarding. I find that these cars were on the yard an average of ten hours per car before being forwarded. This condition is due to insufficient car space at warehouse, which makes it necessary for cars to await their turn to be worked or transferred. An average of forty-one cars, as stated above, are received per day, while the car capacity of the warehouse is only thirty-six cars. This indicates that five cars more are received per day than can be handled.

"There were twenty-seven more cars received during a period of eleven days than were forwarded, seven of these cars were received after 7:00 A. M., October twelfth; the remaining twenty were received prior to 7:00 A. M., October twelfth. The seven cars arriving after 7:00 A. M. could not be placed for unloading before October thirteenth, which would result in a twelve-hour delay to these cars. The remaining twenty cars were delayed for a much longer period."

This report was transmitted to the General Manager of the Southern Railway on November 7, 1923, who replied that they were not unmindful of the conditions referred to at Asheville and that they were undertaking to work out a plan by which they could give better facilities at this point and assured the Commission that this would be done at the earliest possible moment.

The Commission's inspector visited Asheville from time to time after the original investigation was made to ascertain if certain recommendations in regard to such improvements as could be made with the existing facilities had been complied with. A conference was held between representatives of the Commission and the petitioner in January, 1924, and it was the general opinion that the present facilities would not warrant the expenditure of money necessary to attempt to provide improved facilities to meet the growing demand, and that in all probability a relocation of the station at some other point where a greater car capacity could be obtained would be necessary. At that time the petitioner was beginning its work of yard extension eastward to a point near Biltmore on property which it had purchased for such track extension when necessary.

The report, referred to above, which reflected the inadequacy of the present facilities, was made approximately four years ago and it is reasonable to assume that with the growth of the city and that section of the State that conditions there have not only not improved, but with the increased volume of business, have grown steadily worse. The City of Asheville is a rapidly growing city. The increase in population is bringing industry there, and improvements made at the present time should be made with a view to adequate service for a much larger city than we have at present.

The people in the vicinity of the present station are opposing the removal vigorously, principally for the reason that it will necessitate their hauling their less-carload freight something like two miles farther, both for shipment

and for delivery to their wholesale houses. The only protests to the granting of the application have been registered by people having their places of business located adjacent to the present station.

The distance from the proposed location to Pack Square, in the main business section of the city, is only about two-tenths of a mile farther than from the present location; and it was brought out in the evidence before the Commission at the hearing that about 57.8 per cent of the freight tonnage to Asheville went up town and that only about 5 per cent of it was handled by consignees in the vicinity of the present station not served by tracks. Streets have been, and are being, paved which make the proposed location easy of access; and distance over paved streets with trucks and automobiles counts for but little. At the time the present station was built, it was almost impossible to travel through the streets of some of our principal cities; under those conditions, distance did count.

It is important to the City of Asheville and to Western North Carolina that the Southern Railway be permitted to build at such place as will best serve the interests of the city and that section; and what best serves the city and community cannot possibly operate greatly to the disadvantage of anyone. We are convinced that public convenience and necessity demand that the Southern Railway be permitted to relocate the station and we are of the opinion that the proposed site serves this interest to a greater extent than any other point adjacent to the present yard limits; therefore, it is

ORDERED, That the petition be granted.

By order of the Commission:

R. O. SELF,

This 9th day of May, 1927.

Clerk.

Docket No. 6519.

STATE HIGHWAY COMMISSION V. COMMON CARRIERS BY RAIL WITHIN THE STATE OF NORTH CAROLINA.

RATES ON CRUSHED STONE, SAND, GRAVEL, ETC., IN CARLOADS, BETWEEN POINTS IN NORTH CAROLINA.

This complaint of the State Highway Commission, through Chairman Frank Page, dated April 21, 1927, calls attention of the Corporation Commission to decision of the Interstate Commerce Commission in its Docket No. 17517, decided January 21, 1927, establishing effective June 1, 1927, certain scales of mileage rates on crushed stone, sand, gravel and slag, in carloads, for uniform application over standard lines from Montgomery, Ala., and Chattanooga, Tenn., to destination in Georgia and Mississippi; between points within the State of Georgia and between points in Georgia and other points in Southern territory, except Florida, and urges this Commission to authorize these new scales of rates for application on intrastate traffic within North Carolina. Rates for so-called short or weak lines are provided for arbitrarily higher than the standard lines.

Copy of the complaint was duly served upon the carriers as is the Commission's usual custom, and hearing was ordered and held at Raleigh, May 18, 1927. The State Highway Commission made no contention that the present road building material rates are excessive, or unreasonable, but based its contention for application of the new scales upon the belief that if the new scales were reasonable for other Southern States the same rates should likewise be reasonable for North Carolina.

A majority of the standard lines of the State expressed a willingness to have the new scales made effective within the State with the understanding the new rates were not to become effective until August 1, 1927, on which date it appeared in evidence at the hearing the Interstate Commerce Commission had now determined these new rates should be made effective instead of June 1, 1927, as originally ordered.

The application of the new scales within North Carolina will result in both reductions and increases compared with rates now in effect. For instance, for distances up to 230 miles there will be reductions for single line hauls on an average of seven cents, and for joint line hauls an average of ten cents per ton. For distances 230 to 450 miles there will be increases for single line hauls an average of six cents and on joint line hauls three cents per ton. When considering the entire scale for distances up to 450 miles there will be an average reduction in single line hauls of two cents, joint line hauls five cents per ton.

The Seaboard Air Line Railway expressed objection to the new scales upon the grounds they are, in their opinion, improperly graded. The Norfolk Southern expressed objection upon the grounds its line is not located within the territory where the Interstate Commerce Commission found the new scales to be reasonable, and upon the further grounds that that Company is not in position to stand a reduction in road building material rates. While the so-called short or weak lines, that is lines under 75 miles in length, were not represented at the hearing, the Commission has since the hearing submitted the question by mail to them and a large majority of those heard from are agreeable to the new proposed basis for short line rates.

The Commission is of the opinion, and so finds that the new scales of rates as found reasonable by the Interstate Commerce Commission, for application in the Southeastern territory generally will likewise be reasonable maximum rates for application within this State.

IT IS THEREFORE ORDERED, That common carriers by rail within the State be, and they are hereby ordered and directed to put in force on August 1, 1927, the following maximum scales of rates on marble, granite and stone (crushed or rubble), stone screenings, gravel (washed), slag, chert, cinders, and sand, in straight or mixed carloads, carload minimum weight 90 per cent marked capacity of car, except when cars are loaded to their visible capacity the actual weight will govern, per ton of 2,000 pounds:

<i>Distances</i>		<i>Single Line</i>	<i>Joint Line</i>
10 miles and under	....	50	65
20 miles and over	10	55	70
30 miles and over	20	60	75
40 miles and over	30	70	85
60 miles and over	40	80	95
80 miles and over	60	90	105
100 miles and over	80	100	115
125 miles and over	100	110	125
150 miles and over	125	120	135
175 miles and over	150	130	140
200 miles and over	175	135	145
230 miles and over	200	140	150
260 miles and over	230	150	160
290 miles and over	260	160	170
320 miles and over	290	165	175
360 miles and over	320	175	180
400 miles and over	360	185	190
440 miles and over	400	195	200
480 miles and over	440	205	210

When the transportation is in whole or in part over either of the so-called short lines, that is independent lines under 75 miles in length, rates are to be determined as follows: Apply the rates applicable under appropriate scale or scales above set forth plus the following arbitrary which is to accrue solely to the short line. Arbitrary twenty-five cents per net ton. (See Circulars Nos. 252 and 253).

By order of the Commission:

R. O. SELF.

This 4th day of June, 1927.

Clerk.

NORTH CAROLINA CORPORATION COMMISSION V. COMMON CARRIERS WITHIN THE STATE.

RATES FOR TRANSPORTATION OF PEACHES, IN CARLOADS, INTRASTATE WITHIN NORTH CAROLINA.

This is a case brought by the Commission on its own motion to investigate rates on peaches, in carloads, between points within the State. At the present time the regular second-class rates with a carload minimum weight of 20,000 pounds are applicable on peaches within the State, and the Commissioner has from time to time received complaints indicating the belief, on the part of shippers, that the current rates are unreasonably high. Hearing in the matter was ordered and held at the office of the Commission in Raleigh, March 22, 1927.

The carriers represented at the hearing took the position that the subject of peach rates was now before both the carriers and the Interstate Commerce Commission, the principal case being rates from the Sandhill section of the State to Eastern markets and that the results in that case might have great bearing upon the question of intrastate rates in North Carolina. The Corporation Commission was therefore urged to take no action in the matter at this time pending the settlement of the interstate adjustment. Upon intimation by the Commission that we would not consider passing this peach shipping season without an adjustment of peach rates within the State, the carriers submitted a proposal which would if adopted by us make some modification in present rates in that the proposal would reduce the rates from second to approximately third class rates. The proposal, however, contemplates the publication of specific rates between given points rather than a mileage scale to apply between all points and this is unsatisfactory to the Commission; moreover, the proposed rates are not in the Commission's opinion, as low as should be authorized. The peach industry in this State has, as is well-known, grown to be one of the important perishable farm products of the State. In other States such as California and Georgia, also in the Southwest, where peaches are extensively grown, local distributive rates are provided which recognize the necessity of encouraging home consumption of this important agricultural product, as well as reasonable interstate rates to the larger centers of population.

The Commission is of the opinion, and so finds, that present rates on peaches, in carloads, between points within the State are unreasonably high for free movement of this commodity.

IT IS THEREFORE ORDERED, That the common Carriers within the State be, and they are hereby ordered and directed to make effective within the State on June 25, 1927, rates on peaches, fresh, in standard bushel baskets, boxes or crates, carload minimum weight 20,000 pounds, fourth class rates.

By order of the Commission:

R. O. SELF,

This 6th day of June, 1927.

Clerk.

IN RE PETITION OF TOWNS OF SPENCER AND EAST SPENCER TO
REQUIRE THE SOUTHERN RAILWAY COMPANY TO CONSTRUCT AN
UNDERPASS BETWEEN SPENCER AND EAST SPENCER.

ORDER

In the above-entitled matter, the Corporation Commission entered an order, bearing date of January 2, 1925, requiring, under authority of a special act of the General Assembly, Special Session of 1924, the Southern Railway Company to construct an underpass at a point about four hundred feet north of Depot Street; and it now appearing that the said order and special act under which the said order was made have been held to be invalid; and it appearing that the Towns of Spencer and East Spencer, the Board of Commissioners of Rowen County and the Southern Railway Company have entered into an agreement, bearing date of June 17, 1927, and that under the terms of this agreement the Southern Railway Company agrees to construct an overhead bridge at a point about sixteen hundred feet northeast of Depot Street at the point where Andrews Street, if projected from the south, would cross the right-of-way of the Southern Railway Company, and also to construct an overhead pedestrian way at Depot Street, and to move the depot of the Southern Railway Company from its present location to a point near the location of the proposed overhead bridge and on the east side thereof; it is, therefore

ORDERED, That the agreement herein referred to between the Towns of Spencer, East Spencer, the Board of Commissioners of Rowan County and the Southern Railway Company of June 17, 1927, be, and it is hereby, approved and authority for the removing and relocation of the depot in accordance with the terms of this agreement is granted.

By order of the Commission:

This 21st day of July, 1927.

Docket No. 5500.

R. O. SELF,
Clerk.

IN THE MATTER OF CAROLINA IRON AND STEEL COMPANY V. COMMON CARRIERS BY RAIL. CLASSIFICATION OF STEEL BAR SASH, LOOSE, LESS CARLOAD, BETWEEN POINTS IN NORTH CAROLINA.

ORDER

Hearing in the above case was held at Raleigh, July 20, 1927. Complainants are jobbers of steel bar sash at Greensboro, North Carolina. This commodity is received by them in both carloads and less carloads from eastern manufacturing points, principally Philadelphia, Pa., and is reshipped from Greensboro to points within the State. Complaint is made that the second-class rating on steel bar sash, loose, less carload, is unreasonably high when compared with wooden sash, which takes fourth-class rating when boxed, crated or cleated. Steel bar sash is shipped without glass, while the wooden sash usually contains glass.

Carriers contend the second-class rating is reasonable for steel bar sash, loose, less carload, and say they understand fourth-class rating will properly apply if the steel bar sash is crated, boxed, or otherwise protected in the same manner as wooden sash. The Commission finds that steel bar sash is

a more valuable article than wooden sash, and that while there may be some competition between the two kinds of sash, this feature was not particularly stressed by complainants.

The Commission further finds that steel bar sash, loose, less carload, is moving in interstate commerce into the State at the second-class rating, which is the same as now applied between points within the State, and if we should change the classification to fourth-class, this would create a discrimination against interstate commerce, which under the circumstances the Commission finds would not be justified.

IT IS THEREFORE ORDERED, That the complaint in this case be, and the same is hereby ordered dismissed.

By direction of the Commission :

R. O. SELF,

This 8th day of August, 1927.

Clerk.

APPLICATION OF THE ATLANTIC AND YADKIN RAILWAY, (A. E. SMITH AND J. W. FRY, RECEIVERS), FOR DISCONTINUANCE OF PASSENGER TRAINS NOS. 32 AND 33.

ORDER

Application of Atlantic and Yadkin Railway, (A. E. Smith and J. W. Fry, Receivers), through Superintendent Sydnor de Butts, for approval of the Corporation Commission to discontinue passenger trains Nos. 32 and 33, operating between Mount Airy and Sanford, North Carolina. These trains carry passengers, and both mail and express, except that there is no express service on these trains between Sanford and Greensboro. Financial statement accompanying the application shows that for the month of May, 1927, the actual out-of-pocket cost of operating these trains, that is the amount paid out above the amount taken in, was \$2,245.01. These figures do not take account of depreciation, or repairs to equipment.

At the hearing, testimony was given showing the cost for the first four months of 1927 over and above the amount earned by these trains was \$17,849.79. If the four months are representative the annual loss would amount to over \$50,000.00.

The earnings for these four months of 1927, viz: January, February, March and April were distributed as follows:

Passenger	\$ 6,347.64
Mail	3,953.68
Express	3,452.04
Baggage	88.22
Total	<u>\$13,841.59</u>

From the above figures it will be observed that revenue from express and mail is greater than from passengers. The total expense covering this period is given as \$31,691.38.

The removal of these trains is opposed by citizens and organizations of practically all towns and communities along the line of road from Sanford to Mount Airy upon the general grounds that discontinuance of the service will injure the business and commercial development of the communities. The strongest opposition comes from Mount Airy, whose business interests complain that the discontinuance of these trains will destroy the produce business

which is of important proportions and is done by express carried by these trains; also the importance of handling mail by these trains is urged.

A considerable number of business interests of Mount Airy wrote letters advocating the removal of these trains in justice, as they say, to the Atlantic and Yadkin Railway, and its receivers.

The Commission is of the opinion, and so finds, that the evident increase in the use by citizens of the hard surface roads which practically parallel this line of railroad has caused the passenger revenues from these trains to shrink so far below the actual cost of operation, amounting in round figures to \$50,000.00 per annum, as renders it unreasonable to require the continued operation of these trains. However, it would be unreasonable to deprive Mount Airy business interests of the express service of these trains without the inauguration of some service to handle the produce business by express, and mail service along the line should likewise be given some consideration.

ORDERED, That the Atlantic and Yadkin Railway (A. E. Smith and J. W. Fry, Receivers) be and it is hereby authorized and directed to discontinue Trains 32 and 33.

FURTHER ORDERED, That simultaneously with the discontinuance of these trains the said Atlantic and Yadkin Railway, (A. E. Smith and J. W. Fry, Receivers), be and it is hereby ordered to inaugurate through freight train service, said train to leave Greensboro in the morning approximately 10:00 A. M., and leave Mount Airy in the afternoon, approximately 4:00 P. M., which is intended to take the place of the express service upon Trains 32 and 33.

IT IS FURTHER ORDERED, That the Atlantic and Yadkin Railway (A. E. Smith and J. W. Fry, Receivers) place one empty car, suitable for express shipments, at the platform at Mount Airy each morning for the reception of express matter, and that said express car be moved to Greensboro upon the freight train leaving Mount Airy approximately 4:00 P. M., and that the said express car be so handled at the Greensboro terminal as to insure prompt express service upon Mount Airy shipments.

IT IS FURTHER ORDERED, That the above changes shall be made when the Federal Government has provided mail service whereby the morning mail from the north and south at Greensboro formerly handled by Train 32 will be handled into Mount Airy, and intermediate stations, by star route, reaching there no later than the said Train 32 schedule at this time; and star route service inaugurated between Greensboro and Sanford.

By order of the Commission:
This 12th day of August, 1927.

R. O. SELF,
Clerk.

IN RE PASSENGER LIABILITY AND PROPERTY DAMAGE INSURANCE ENDORSEMENT.

ORDER

The Commission having under consideration Section 6, Chapter 136, Public Laws of 1927, known as the insurance section of the bus law, it is

ORDERED, That the following prescribed endorsement shall be made a part of all public liability and property damage insurance policies filed by motor

vehicle operators holding franchise certificates under Chapter 136, Public Laws of 1927:

No condition, provision, stipulation, or limitation contained in the policy to which this endorsement is attached or any endorsement thereon, nor the violation of any of the same by the assured shall affect in any way the right of any person injured in his person or property by reason of an act of negligence arising from the operation by the assured of any motor vehicle insured hereunder, nor relieve the company from liability for the payment to such person of any judgment to the extent and in the amount set forth in the policy; but the assured hereby agrees to reimburse the company for any and all sums of money including loss, costs, expenses, and disbursements of every kind which it may pay as a result, direct or indirect, of the violation or breach of any of the conditions, provisions, stipulations, or limitations in the policy.

The liability of the company for damage to property is hereby extended to include damage to baggage in the custody of the assured and loss of baggage when checked by the assured: Provided, however, that the company's liability under this paragraph is limited to fifty (\$50) dollars for each piece of baggage.

The insurance granted under this policy is hereby extended to cover any motor vehicle operated by the assured for the transportation of passengers for compensation upon the route, or routes, designated in the franchise certificate issued by the Corporation Commission of North Carolina, whether such motor vehicle be specifically named, numbered, or designated, in the policy or not and/or any motor vehicle specifically named, numbered, or otherwise designated or described sufficiently for identification, operated by the assured while actually engaged in the transportation of passengers for compensation upon any of the public highways of the State of North Carolina.

The insolvency, or bankruptcy, of the assured shall not release the company from the payment of such damages hereunder as would have been payable but for such insolvency, or bankruptcy; and the prepayment of any judgment that may be recovered against the assured upon any claim covered by this policy is not a condition precedent to any right of action against the company upon this policy, but the company is bound to the extent of its liability under the policy to pay and satisfy such judgment; and an action may be maintained upon such judgment by the injured person, or his or her heirs or personal representatives, as the case may be, to enforce liability of the company as in this policy set forth and limited.

The policy to which this endorsement is attached shall not be canceled until after ten days' notice, in writing, by the company, shall have first been given to the Corporation Commission of North Carolina at its office in Raleigh, North Carolina, the said ten days' notice to commence to run from the date of receipt of notice by the Commission.

The foregoing endorsement shall be filed with, attached to, and made a part of all new insurance policies filed under the said chapter on and after January 1, 1928. It is further

ORDERED, That all insurance policies now on file with the North Carolina Corporation Commission in pursuance to Chapter 50, Public Laws of 1925, and Chapter 136, Public Laws of 1927, shall automatically expire on January 31, 1928, unless the foregoing endorsement, bearing date of February 1, 1928, is attached thereto and made a part thereof.

By order of the Commission:

This 6th day of December, 1927.

R. O. SELF,
Clerk.

W. L. COHOON, ELIZABETH CITY, N. C. V. COMMON CARRIERS BY
RAIL IN NORTH CAROLINA.

ORDER

RATES ON GROUND OYSTER SHELLS, CARLOAD, BETWEEN POINTS IN
NORTH CAROLINA

This complaint was made verbally to the Commission October 20, 1927, and submitted to the carriers, in writing, the same day. Correspondence followed, the contents of which need not be repeated here. Hearing was held in the office of the Commission, December 8, 1927.

The complaint alleges the complainant desires to ship ground oyster shells, carload, from Vandemere, N. C., to Sunbury, N. C., and is prohibited from doing so by the high rate of freight charges, and asks the Commission to order reasonable rate established. It appears in recent revision of rates on commercial fertilizer within the State, following similar revision in interstate rates, ground oyster shells were included as one of the numerous commodities taking commercial fertilizer rates. This should not have been done, as it is conceded generally the commercial fertilizer rates are too high to apply on this cheap commodity.

The carriers offered to publish a reduced rate from Vandemere to Sunbury, which, they stated, was based upon their agricultural lime scale as it appeared to be their opinion the commodity the complainant desired to ship was nothing more nor less than agricultural lime.

Mr. J. L. Burgess, Botanist for the North Carolina Department of Agriculture, who for a long time has been interested in the introduction of the use of lime in farming operations, was present at the hearing. Upon being questioned by both sides to this controversy, stated, in substance, lime is a necessary ingredient to the well-being of the soil on farm lands in Eastern Carolina; that lime necessary for the soil can be secured by the application of burnt lime, ground limestone, or ground oyster shells; that all three, it may be said, are one and the same thing insofar as results obtained; that burnt lime, however, is considered a more valuable article, due solely to the fact of the cost of labor in burning and handling, and has always taken a higher rate of freight than either of the other commodities; that ground limestone and ground oyster shells are, therefore, in every respect, except in name only, one and the same commodity, having the same value, the same loading weight, the same transportation characteristics, that is, they are usually loaded in box cars, although it is stated they will not be damaged by water; on the other hand, burnt lime will not stand being wet, and will not load as heavily as the other two commodities, and the value is approximately ten (\$10.00) dollars per ton, while ground limestone and ground oyster shells each sell for approximately four (\$4.00) per ton.

The trunk line carriers of the State have in effect at present a single line mileage scale on ground limestone, carload, and in some instances a joint line scale on the same commodity; but the joint line scale is not applicable generally, except over the Southern Railway and its affiliated lines, the lines of the Clinchfield and Norfolk Southern Railroads. These rates were all voluntarily established by the carriers several years ago, and re-

ceived the regular increases during the war period, and the 10 per cent reduction in 1922.

The Commission is of the opinion, and so finds, the present rates on ground oyster shells, carload, are unreasonable, and for the future rates will be unreasonable to the extent they exceed the single line rates and minimum weights now applied on ground limestone, carload, for single line movement; and that for the future rates on ground oyster shells, carload, for joint line movement will be unreasonable to the extent they exceed the scale shown below, which is found to be reasonable for the joint movement by the trunk lines of the State, that is, lines having over seventy-five miles of line within North Carolina.

IT IS THEREFORE ORDERED, That the common Carriers by rail having over seventy-five miles of line within the State be, and they are hereby ordered and directed to apply on or before January 10, 1928, the following scale of rates, for joint movement over two or more lines, on ground oyster shells, carload minimum 67,000 pounds, in cents per ton of 2,000 pounds, as follows:

<i>Miles</i>	<i>Rate</i>	<i>Miles</i>	<i>Rate</i>
5 miles and under	86	180 miles and over 150	171
10 miles and over 5	90	210 miles and over 180	180
15 miles and over 10	95	255 miles and over 210	189
20 miles and over 15	99	280 miles and over 255	198
30 miles and over 20	108	320 miles and over 280	203
45 miles and over 30	117	360 miles and over 320	214
60 miles and over 45	126	390 miles and over 360	225
80 miles and over 60	135	420 miles and over 390	237
100 miles and over 80	144	450 miles and over 420	248
120 miles and over 100	153	500 miles and over 450	270
150 miles and over 120	162		

For independent short lines having less than seventy-five miles of line within North Carolina, twenty-five cents per ton may be added to the above scale for joint application of rates in connection with the long lines, this arbitrary to accrue solely to the short lines in dividing.

By order of the Commission:

This 23rd day of December, 1927.

R. O. SELF,

Clerk.

CHAMBER OF COMMERCE OF THE CITY OF RALEIGH, ET AL. V.
SOUTHERN RAILWAY COMPANY, SEABOARD AIR LINE RAILWAY
COMPANY AND NORFOLK SOUTHERN RAILROAD COMPANY.

ORDER

In this case the Chamber of Commerce and other civic organizations in the City of Raleigh seek to require the above-named railroad companies to construct a new union passenger depot in said city. There is some contention that a location at a point where Boylan Avenue crosses by overhead bridge the main tracks of these three companies would be a more practical location for such depot than the site now used for this purpose, but the contention in the main is that the present union depot is of obsolete type and provides inadequate facilities, and that adequate facilities should be provided either at the present site or at the Boylan Avenue crossing.

The passenger depot now in use is owned jointly by the Southern Railway Company and the Seaboard Air Line Railway Company, and is used by the Norfolk Southern Railroad Company on a rental basis.

The location of the present depot in proximity to the city is convenient to the traveling public, and from the one standpoint of number of seats for passengers, it is adequate. In no other respects does it meet the requirements that would be expected of a passenger depot serving three important carriers in the City of Raleigh.

According to testimony of respondents, the depot was constructed thirty-five years ago at a cost of \$26,330, and seventeen years ago repairs and improvements were made at a cost of \$18,055. If depreciation had been set up against this structure at the nominal rate of 3 per cent per annum, the complete cost of the structure has been written off and represents no investment today. The lands occupied by it have a market value many times greater than cost and very much greater than estimated cost of additional lands necessary if a new depot should be constructed at the suggested site at Boylan Avenue. Carriers estimate the value of lands occupied by present depot at \$187,675. Witnesses of petitioners estimate its present market value at \$200,000, and estimate that the necessary additional lands at the proposed Boylan Avenue site can be secured for about \$40,000.

The present depot is of an obsolete type that involves unnecessary expense of operation and unnecessary delay in operating trains to and from it. The three railroad lines converge at a point about three city blocks from the depot, at the point suggested for a new location, and all trains on each of these lines switch into the present depot from the main lines by a back-in and head-out or a head-in and back-out operation.

There are four tracks served by two concrete platforms eighteen feet eight inches wide. One of these narrow platforms has to accommodate the flow of passengers, baggage trucks, United States mail and express, flowing in opposite directions; and on all trains that head into the station, the passengers in each direction have to run the gauntlet on one of these narrow platforms of moving and loaded trucks and of trucks being loaded and unloaded with mail, baggage and express in making their way in opposite directions between the passenger coaches and the depot. The passenger shed was constructed at a time when only small engines were used and passenger trains consisted only of three or four day coaches. The longer trains that now head into the station discharge passengers from their cars a long distance from the reach of the shed, in all kinds of weather, and in this respect the depot is admitted by respondent carriers to be inadequate.

The City of Raleigh does not have the benefit of passenger, mail and express service on some of the most important trains operated through the city—the through New York-Florida trains of the Seaboard Air Line—and it is contended by the petitioners that this is on account of the loss of time that would be required for these fast, through trains to switch off their main line and back into or out of the present depot. These trains all stop in the City of Raleigh to change engines and service cars, but at a point where there are no facilities for handling baggage, mail or express. One of these through trains does handle a Raleigh-New York sleeper that is cut on and off at the Johnson Street yards and handled by switch

engine to and from the union depot. If adequate depot facilities were provided on the main line of these roads so that these trains could serve Raleigh without unreasonable loss of time, it would be of great convenience to the traveling public and would furnish a valuable facility to the business interests of Raleigh in better mail service, in that they would furnish over-night mail service between Raleigh and New York.

The present depot building occupies the entire width of land of the operating companies, and is constructed to the inner edge of the sidewalk on the front and side, with no provision for passenger vehicles except as they use the adjoining streets. There is no shed protection for passengers entering and leaving the depot, which should be provided either by a depot building located a sufficient distance from the street to permit ingress and egress of vehicles under shed protection, and without blocking the street, or by a sufficient width of building to provide for vehicular entrance.

The toilet facilities in the present building are admittedly inadequate in size and equipment and require larger space and entirely new facilities.

A restaurant, news stand and parcels checking compartment are all operated in a room no larger than a medium-sized bedroom.

The whole lay-out has served its time, is inadequate for present needs, and should be replaced by a modern structure planned to fit modern conditions and equipment for transportation now used by the carriers and also the modern means of transportation used by the public in going to and from the depot.

It is clear that a passenger depot located at the site of the Boylan Avenue overhead bridge would be less expensive to operate, as it would be located on the main tracks of all three carriers, and would involve no switching from main lines to reach it, as is now required by all three carriers. The loss of time of through travelers on account of present switch movement would be avoided, and to this extent such location would serve convenience of both carriers and traveling public. A depot constructed at this point would be of the overhead type, permitting by stairway separation of passengers from the movement of mail, baggage and express.

The present site is three blocks nearer the business district of the city. As between two sites, either of which may be found to be reasonably convenient to the traveling public, the judgment of the carriers should be given great weight. They have the practical problem of operation and have experience to guide them. It is their money that is to be spent and they are entitled to weigh the element of cost as well as the operating advantages and disadvantages. As between the present site and the suggested site at Boylan Avenue, no finding of preference will be made in this order if sufficient additional real estate is secured in connection with the present site to provide the necessary width for adequate facilities. There can be nothing added to the length of the present site, as it abuts on the street, and in our opinion additional land will be necessary if adequate facilities are to be provided there.

There remains for consideration the question of jurisdiction, or more particularly the question if authority is vested in the North Carolina Corporation Commission, under the amended interstate commerce act, to make an order for the construction of a union passenger depot, under the

conditions involved in this case, that will be valid unless a supporting order or certificate of authority should be directed to the carriers by the Interstate Commerce Commission to make the contemplated expenditure.

The only authoritative decision that throws light on this question is that of *Railroad Commission of California v. Southern Pacific Co., et al*, 264 W. S. 331. In that case was involved authority of the Railroad Commission of California to require a group of carriers to make expenditure of twenty-eight million dollars covering construction of a union passenger depot and substantial additional main track mileage on overhead tracks through well-developed sections of Los Angeles to reach it. The opinion in that case, written by Chief Justice Taft, held that the extensive improvements contemplated in the order of the California Commission, and including expensive additional main track mileage, would "require a certificate of the Interstate Commerce Commission as a condition precedent to the validity of any order by the State Commission," and also quoting that the proviso of Section 21 of the amended interstate commerce act "forbids the Commission to authorize or order the extension of its lines unless the Commission finds, as to such extension, that it is reasonably required in the interest of public convenience and necessity, or as to such extension * * * that the expense involved therein will not impair the ability of the carrier to perform its duty to the public."

The opinion of the court is clear and explicit upon the facts presented in that action. But the decision went further and undertook to suggest a dividing line between the State and Federal authority, and says: (p. 345-6).

It may well be that a mere relocation of a main track of an interstate carrier which does not involve a real addition to, or abandonment of, main tracks and terminals, or a substantial change in destination, does not come within the paragraphs 18 to 21. One might, too, readily conceive of railroad crossings, or connections of interstate carriers in which the exercise by a state commission of the power to direct the construction of merely local union stations or terminals without extensions of main tracks and substantial capital outlay should be regarded as an ordinary exercise of the police power of the State for the public convenience and would not trench upon the power and supervision of the Interstate Commerce Commission in securing proper regulation of an interchange of interstate traffic or passengers. Only a lawful order of the Interstate Commerce Commission would raise a question of the power of a State commission in such cases, as the proviso of paragraph 17, section 402, of the Transportation Act shows:

'That nothing in this act shall impair or affect the right of a State, in the exercise of its police power, to require just and reasonable freight and passenger service for intrastate business, except insofar as such requirement is inconsistent with any lawful order of the Commission made under the provisions of this act.'

The facts in this case seem to conform, in every particular, to the reservation of authority as suggested by the Court. At either of the two locations under consideration no extension of or addition to main line trackage of either carrier would be required. If any relocation of main line trackage at either site would be required, it would be purely incidental, and presumably no relocation whatever could be required if the present site should be used. The amount of expenditure required, allocated between the three participating carriers, would be relatively nominal. The purpose served by such union passenger depot is largely local and intrastate in character.

At the present time there are twenty-three trains daily that come into the union station. The number is greater in the winter season. Of the twenty-three trains now using the station, twelve are trains having origin and destination between points in this State, and of course a part of the patronage of the interstate trains is of intrastate character. Under these conditions, and with the clear indication in the opinion of the highest court, we assume that it is not the purpose of the law to burden the docket of the Interstate Commerce Commission with proceedings of this character and involving a state of facts such as appear in this record.

This interpretation is also consistent with the opinion of the North Carolina Supreme Court, in *Corporation Commission v. R. R.*, 185 N. C., p. 435, in which it is held that an order of the Corporation Commission to provide adequate passenger depot facilities for the accommodation of passengers traveling between points in the State is a valid exercise of the police power and consistent with the terms of the amended interstate commerce act.

Upon consideration of all the facts involved, it is found that the union passenger station now in use in the City of Raleigh is inadequate to serve the needs and convenience of the traveling public, and that the carriers should proceed without delay to provide suitable plans and to construct a modern union passenger station adequate in size, arrangement and equipment to meet the needs and convenience of the traveling public, either upon the site of the present depot, with such additional lands as may be necessary, or at the suggested site where the main tracks of these carriers converge at Boylan Avenue, and it is

ORDERED, That the Southern Railway Company, the Seaboard Air Line Railway Company and the Norfolk Southern Railroad Company file with the Corporation Commission within ninety days from this date plans for a new and adequate union passenger station to be erected in the City of Raleigh upon either of the sites indicated in the findings herein made.

By order of the Commission:

R. O. SELF,

This 31st day of August, 1927.

Clerk.

CHAMBER OF COMMERCE OF THE CITY OF RALEIGH, ET AL, v.
SOUTHERN RAILWAY COMPANY, SEABOARD AIR LINE RAILWAY
COMPANY AND NORFOLK SOUTHERN RAILROAD COMPANY.

ORDER OVERRULING EXCEPTIONS

This matter again coming on to be heard upon the exceptions and new proposal of the respondents, following the request of the respondents herein that exceptions to the order of the Commission of August 31, 1927, which were filed in apt time, be not acted upon until they could file certain proposals; and said respondents, pending the expiration of the time granted as a result of the request, having presented to the Commission plans and specifications for the repair and improvement of the present depot in the City of Raleigh; and said plans and specifications and exceptions having been duly and thoroughly considered by the Commission in connection with its former order and the evidence introduced at the original hearing, the Commission is of the opinion, and so holds, that the plans and specifications for the repairs and improvement of the present depot facilities in the City of Raleigh are not adequate to meet the reasonable needs of the City of Raleigh for union

depot facilities and that the repairs and improvement, if made, will not meet the reasonable needs of the traveling public using and requiring accommodation in and through the union depot in the City of Raleigh.

The proposed repairs and improvements, although requiring an estimated outlay of seventy-five thousand (\$75,000) dollars on the part of the carriers, do not, in the view of the situation as taken by this Commission, furnish facilities which would be such improvement over the present facilities as required by the traveling public requiring union depot facilities in the City of Raleigh. This is due, in part, to the lack of additional land upon which to construct additional depot facilities at the present location of the union depot and in part to the fact that the proposed changes would not meet the requirements of passengers traveling into and out of Raleigh upon trains not now discharging passengers at the union station. The original record herein indicates the necessity for union depot facilities meeting the requirements of the entire traveling public through the Raleigh station and there are many other reasons which indicate to the Commission that the improvements proposed would not meet these requirements. If the carriers involved in this matter can make the extensions, improvements and repairs which they propose, there can be no question as to their ability to make adequate provisions for taking care of the traveling public requiring union depot facilities in the City of Raleigh and it would be unwise, in the opinion of the Commission, to modify its original order so as to permit or encourage the providing of facilities not adequate to meet the needs of the public as shown to exist by the original record.

Upon a full consideration of the proposed repairs and extensions and of the exceptions filed by the respondents herein, it is

ORDERED, That the exceptions filed by the respondent carriers in this proceeding be, and they are hereby, overruled and that the order of the Commission of August 31, 1927, be, and it is hereby, amended by extending the time fixed therein for the filing of plans and specifications for a new and adequate union passenger station in Raleigh to ninety days from the date of this order.

By order of the Commission:
This 6th day of January, 1928.
Docket No. 6486.

R. O. SELF,
Clerk.

BEFORE THE NORTH CAROLINA CORPORATION COMMISSION
CHAMBER OF COMMERCE OF THE CITY OF RALEIGH, ET AL., PETITIONERS, v. SOUTHERN RAILWAY COMPANY, SEABOARD AIR LINE RAILWAY COMPANY, AND NORFOLK SOUTHERN RAILROAD COMPANY, RESPONDENTS.

ORDER OVERRULING MOTION

This matter again coming on to be heard before the Corporation Commission upon the motion of Southern Railway Company, Seaboard Air Line Railway Company and Norfolk Southern Railroad Company through their attorneys, that all of the papers and evidence considered in this matter, together with the assignments of error filed by the appellants, be certified and transferred to a Superior Court in term time other than the Superior Court of

Wake County, and said motion having been heard and considered and the Commission being of the opinion that all papers and evidence considered by it in this case, together with the assignments of error filed by the appellants, should be certified to the Superior Court of Wake County, and that said motion should, therefore, be overruled.

IT IS NOW, THEREFORE, ORDERED That said motion be and the same is hereby denied, and all papers and evidence considered by the Commission, together with the assignments of error filed by the appellants, are hereby ordered certified and transferred to the Superior Court of Wake County as provided by Statute for the certifying and transferring of such records of appeal.

By order of the Commission :

R. O. SELF,

This 26th day of January, 1928.

Clerk.

Docket No. 6486.

COMPLAINT OF ROGER MOORE'S SONS & COMPANY, v. ATLANTIC COAST LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY COMPANY, WILMINGTON, BRUNSWICK & SOUTHERN RAILROAD COMPANY.

ORDER

This complaint, dated September 30, 1927, alleges overcharge on seven cars of hollow building tile moving from Claybrick, N. C., to Bolivia, N. C., during the month of July, 1927. The Atlantic Coast Line Railroad Company contends the correct rate is fourteen cents per hundred pounds, while the Seaboard Air Line Railway Company contends the correct rate is eleven and one twenty-five thousandths cents per hundred pounds. The difference appears to be brought about by the fact the Seaboard Air Line recognizes application of Agent Jones' Combination Tariff, I. C. C. U. S. 1, in arriving at the rate; while the Atlantic Coast Line does not use this basis. Under our Circular No. 276, the basis used by the Seaboard Air Line Railway is correct.

IT IS THEREFORE ORDERED, That the Wilmington, Brunswick & Southern Railroad Company, Atlantic Coast Line Railroad Company and Seaboard Air Line Railway Company be, and they are hereby ordered and directed to pay Roger Moore's Sons & Company on or before April 15, 1928, the sum of one hundred sixty dollars and seventy-eight cents (\$160.78), plus six per cent interest from September 30, 1927, this being the overcharge on seven cars of tile as follows:

<i>Car Number</i>	<i>Overcharge</i>
SAL-27802	\$ 18.40
SAL-89390	24.54
SAL-80453	21.84
SAL-81021	21.91
SAL-20169	24.10
SAL-80784	20.02
SAL-89179	29.97
Total	\$160.78

FURTHER ORDERED, in settling this matter the Wilmington, Brunswick & Southern Railroad Company, which line collected the revenue, pay this over-

charge and the other lines settle with that Company. Freight bills are being sent to the Wilmington, Brunswick & Southern Railroad Company with this order.

By order of the Commission :
This 4th day of April, 1928.

R. O. SELF,
Clerk.

APPLICATION OF ATLANTIC COAST LINE RAILROAD COMPANY TO
MAKE KERR, NORTH CAROLINA, A PREPAY STATION.

ORDER

This application is dated January 19, 1928, and upon receipt of same the Commission directed that notice of the application be posted at the station for public information. As a result of this notice the Commission received a number of letters, also a petition from citizens of the Kerr section protesting against closing the agency at Kerr.

Hearing was held at Raleigh, N. C., April 3, 1928. The evidence shown by audited figures gave the average revenue per month at this station for the months of July, August, September, October, November and December, 1927, was \$541.70 which was 21 per cent less than the average monthly revenue for the same months of the previous year. The expenses of the station are something above \$100 monthly. It was admitted that 90 per cent of the business done at this station originates or terminates in the Harrell's Store section, which point is by dirt road about seven miles from Kerr and nine miles from Ivanhoe, the latter point being a regular agency station with telegraph office. There is no telegraph office at Kerr.

Objection to the closing of the agency could be sustained only upon a showing of great inconvenience to the shipping public measured by the expense to the railroad of keeping the agency open. The reduction in carrier's revenue at this station appears to result from the use by shippers of trucks in hauling goods to and from Harrell's Store section, which is located on Highway No. 60, and which goods were formerly handled at Kerr station.

There was no evidence tending to indicate that business at Kerr might improve.

It appears there is a fairly good dirt road from Ivanhoe to Harrell's Store, the distance being about two miles greater than from Kerr. It is not proposed to abandon the station at Kerr, but only that the same be made a non-agency station.

In view of the circumstances, the Commission is of the opinion, and so finds, that on account of the declining revenue at Kerr when considered in connection with station expenses and the proximity of Ivanhoe, a regular agency and telegraph office, it will not be unreasonable to allow the carriers to close the Kerr agency.

IT IS THEREFORE ORDERED, That the application of the Atlantic Coast Line Railroad Company to close the agency at Kerr be, and the same is hereby granted.

By direction of the Commission :
This 7th day of May, 1928.
Docket No. 6678.

R. O. SELF,
Clerk.

EQUITABLE FREIGHT ADJUSTMENT BUREAU, WILMINGTON, N. C.,
v. COMMON CARRIERS OF NORTH CAROLINA, WHOSE RATES ARE
GOVERNED BY THE NORTH CAROLINA EXCEPTION SHEET.

CLASSIFICATION OF AGRICULTURAL IMPLEMENTS.

ORDER

This complaint is in the form of claims, filed by the Equitable Freight Adjustment Bureau, Wilmington, N. C., for overcharges by the carriers on certain shipments of agricultural implements, in less carload lots, classified in the North Carolina Exception Sheet, and rated at 4th class. These implements are described in the Exception Sheet at "knocked down, packed", whereas the Southern Classification gives a more detailed description, stating they must be boxed, or crated, or in some instances in bundles. All the Southern Classification ratings on these agricultural implements are higher under the Exception Sheet.

The complaint was heard by the Commission, December 8, 1927. The carriers contend that the word "packed" means the implements should be boxed, or crated, and that the 4th class rating would not apply on implements when packed in bundles. By reference to Pages 51-54, inclusive, Volume 6, of *Judicial and Statutory Definitions of Words and Phrases*", collected, edited and compiled by members of the editorial staff of the National Reporter System, we find the following:

"PACK. The term 'to pack', in its ordinary signification especially when used in reference to carriage, means to place together and prepare for transportation, as to make up a bundle or bale."

The Commission is of the opinion, and so finds, that the items in the North Carolina Exception Sheet followed by the word "Packed", should be construed to mean "to place together and prepare for transportation as to make up a bundle or bale."

THEREFORE ORDERED, That the Common Carriers of the State whose rates are governed by the North Carolina Exception Sheet be, and they are hereby ordered and directed to observe the above opinion and finding when applying the Exception Sheet within the State.

FURTHER ORDERED, That this opinion and finding be observed in settlement of any overcharge claims presented to the said Common carriers based thereon.

By order of the Commission:

R. O. SELF,

This 21st day of June, 1928.

Clerk.

COMPLAINT OF CAROLINA COAL COMPANY v. ABERDEEN & ROCK-FISH RAILROAD COMPANY, ATLANTIC & YADKIN RAILWAY, (A. E. Smith and J. W. Fry, Receivers), ATLANTIC COAST LINE RAILROAD COMPANY, DURHAM & SOUTHERN RAILROAD COMPANY, NORFOLK SOUTHERN RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY COMPANY, SOUTHERN RAILWAY COMPANY.

ORDER

Hearing in the above complaint was held at Raleigh, June 15, 1928; complaint states that coal production has been greatly increased at Cummock Mines and it is expected to further increase the output; that some of the

present coal rates are too high to permit of free marketing; also when compared with rates on coal in other sections, and complainants point to mileage rates of the Norfolk & Western Railway in their tariff, I. C. C. 3083-B as justifying their position. Group rates are asked for from Cumnock along the lines of destination groupings in rates from coal producing points outside the State.

At the hearing complainants pointed out that their Company recently had further surveys made and that coal supply underground in the Cumnock District is enormous; that while they have already made heavy expenditures it would be necessary that they continue to spend great sums in the development. State convicts have recently been employed as miners, thereby greatly increasing the output which must of necessity find a market in the State at reasonable rates in competition with group rates from interstate points.

Carriers' contention in the matter was to the effect that rates named in the Corporation Commission's order, dated October 5, 1925, were lower than it is thought they should be and evidence was introduced showing comparisons of rates in Alabama and other coal producing States for like distances; also comparisons of earnings of North Carolina carriers on coal coming from points outside of the State.

In its order of October 5, 1925, the Commission pointed out to some extent mining conditions in the Cumnock District, and also that there was prospects of steadily increasing the output of coal and gradual development of important and profitable coal mining industry for supplying the territory in which its location gives it proper advantage in freight rates.

The Carolina Coal Company's mine is located about four miles distant from the main line of the Norfolk Southern and Atlantic & Yadkin, and is served only by spur track of the Coal Company, which is operated by the owners with their own locomotives and empty cars are hauled in and loads out by the miner owners' own power. It will, therefore, be apparent that terminal cost is largely borne by the Carolina Coal Company. Direct physical connection is had only between the coal company's spur and the line of the Norfolk Southern, but there is also physical connection between the Norfolk Southern and the Atlantic & Yadkin at the junction with the coal company's spur, and provision will be made for reasonable charges as between the two carriers on shipments moving initially by the Atlantic & Yadkin line. The Atlantic & Yadkin Railroad, whose stock and bonds are owned outright, or guaranteed by the Southern Railway, was formerly a part of that system, and is a part of the Cape Fear & Yadkin Valley Railroad which was purchased at the receivership sale by the Atlantic Coast Line Railroad in 1897 for the joint account of its own company and that of the Southern Railway. The original line reached from Wilmington to Mt. Airy, N. C., with branches, Fayetteville, N. C., to Bennettsville, S. C., Climax to Ramseur, N. C., and Summerfield to Madison, N. C. Subsequent to receivership sale that part of the line north of Sanford was operated as part of the Southern Railway System, and that part south of Sanford as part of the Atlantic Coast Line Railroad system. Still later on the Southern Railway dismembered that part it operated in its system, and put it back as an independent line and the same is now in receivership.

During the years in which the Southern and Atlantic Coast Line have owned, or controlled the line, rates have been made on continuous single line

mileage as between the two companies, and likewise on the same basis as between stations on the Atlantic & Yadkin, and Southern Railway System in North Carolina, and this basis has been kept in mind in making coal rates prescribed herein. The rates prescribed herein are made with view to aiding in the development of the coal industry as against interstate origin points and represent our best judgment, having in mind reasonable revenue on the traffic for the carriers.

IT IS THEREFORE ORDERED, That the Aberdeen & Rockfish Railroad Co., Atlantic & Yadkin Railway Co., (A. E. Smith and J. W. Fry, Receivers), Atlantic Coast Line Railroad Co., Durham & Southern Railroad Co., Norfolk Southern Railroad Co., Seaboard Air Line Railway Co., and Southern Railway Company be, and they are hereby ordered and directed to put in force from and after July 10, 1928, rates on coal, carload 80,000 lbs. minimum, per ton of 2,000 lbs., from Cumnock, N. C., to destinations shown below: (See Note).

In Cents Per Ton, 2,000 Pounds.

<i>Destination</i>	<i>Rate</i>	<i>Destination</i>	<i>Rate</i>	<i>Destination</i>	<i>Rate</i>
Aberdeen	116	Henderson	141	Rocky Mount.....	154
Apex	101	High Point.....	113	Raleigh	101
Cameron	91	Hope Mills.....	101	Salisbury	139
Carpenter	141	Hoffman	116	Samarcand'	101
Chapel Hill.....	141	Kinston	154	Sanatorium	141
Charlotte	139	Lexington	126	Sanford	76
Clayton	128	Lumberton	141	Siler City.....	76
Colon	76	Maxton	126	Southern Pines.....	116
Concord	151	Moncure	91	Spencer	139
Farmville	139	Monroe	154	Smithfield	141
Fayetteville	101	Morganton	176	Tarboro	166
Fort Bragg.....	101	Mount Holly	166	Wadesboro	141
Gastonia	166	New Bern.....	176	Washington	164
Gulf	76	Pinehurst	113	Wilmington	151
Goldsboro	154	Pembroke	141	Wilson	139
Greensboro	113	Raeford	153	Winston-Salem	126
Greenville	151	Rockingham	128		

NOTE: A switching charge of \$2.25 per car may be added to the above rates in cases where it is necessary that the Norfolk Southern Railroad switch cars to the Atlantic & Yadkin Railway for initial movement from the Carolina Coal Mine via that line.

By order of the Commission:

R. O. SELF,

This 3rd day of July, 1928.

Clerk.

IN THE MATTER OF APPLICATION OF THE SEABOARD AIR LINE RAILWAY COMPANY TO DISCONTINUE AGENCY AT ADDOR, NORTH CAROLINA.

ORDER

Hearing in the above application was held at Raleigh, N. C., at 11:00 A. M., October 18, 1928, the Seaboard Air Line Railway was represented by Vice-President W. L. Stanley, and the citizens of Addor and community by Mr. Murdock M. Johnson, Attorney at Law, Aberdeen, N. C.

Before entering into the taking of testimony the Commission was requested to give representatives of both sides an opportunity to hold a conference and this was done, after which Vice-President Stanley made a statement to the

effect that the parties interested in this proceeding had reached an agreement to the effect that Addor, North Carolina, should become a prepay station, except that from July 1st, to January 1st, inclusive, of each year the Seaboard Air Line Railway would place an agent at this point for the purpose of handling all traffic in the regular way, as it was recognized this was the principal season for the movement of peaches and cotton.

Mr. Murdock M. Johnson, Attorney for the citizens of Addor and community, stated this was in accordance with the agreement with the Seaboard Air Line Railway, and was entirely agreeable to the parties represented by him.

IT IS THEREFORE ORDERED, That the Seaboard Air Line be, and it is hereby ordered and directed to discontinue the agency at Addor, North Carolina, except during the months from July 1st to January 1st, inclusive, of each year a regular agency is to be operated as heretofore.

By direction of the Commission:

R. O. SELF,

Clerk.

This 18th day of October, 1928.

Docket No. 6721.

IN THE MATTER OF APPLICATION OF THE ATLANTIC COAST LINE
RAILROAD COMPANY TO DISCONTINUE THE AGENCY AT PARK-
ERSBURG, NORTH CAROLINA.

ORDER

Hearing on the above application was held at Raleigh, October 19, the Atlantic Coast Line Railroad being represented by Mr. Murray Allen, Attorney; Mr. C. G. Sibley, General Superintendent; Mr. L. Croker, Superintendent, and H. J. Jones, Agency Supervisor.

Protest was made by Messrs. I. V. Benton, Jesse E. Barnes, C. W. Howard and J. F. Simmons. Statement of revenue and earnings of this agency as presented by the Atlantic Coast Line Railroad Company shows net revenue accruing to the Atlantic Coast Line at this station was for the twelve months ending June 30, 1927, \$18,108.61, and for the year ending June 30, 1928, \$12,628.27. While the net decrease for 1928 from that of 1927 is given as 50.2 per cent, the Commission is of the opinion and so finds that the revenue and earnings accredited to Parkersburg are of such volume as to make it unreasonable that this agency be closed.

IT IS THEREFORE ORDERED, That the application of the Atlantic Coast Line Railroad Company to close the agency at Parkersburg, North Carolina, be and the same is hereby denied and the proceedings dismissed.

By direction of the Commission:

R. O. SELF,

This 24th day of October, 1928.

Clerk.

Docket No. 6722.

IN THE MATTER OF APPLICATION OF ATLANTIC COAST LINE
RAILROAD COMPANY TO DISCONTINUE AGENCY AT SHANNON,
NORTH CAROLINA, AND MAKE SAME A PREPAY STATION.

ORDER

Hearing in the above application was held at Raleigh, on October 19, 1928, the Atlantic Coast Line Railroad Company being represented by Mr. Murray Allen, Attorney; Mr. C. G. Sibley, General Superintendent; Mr. H. J. Jones, Agency Supervisor; and Mr. R. B. Hare, Superintendent.

The Commission received protest by letters from Hoke Lumber Company and J. L. MacLaren and other merchants, the protest of the Hoke Lumber Company being subsequently withdrawn.

Statements showing revenue earnings of the Atlantic Coast Line Railroad Company at this station were presented by the Atlantic Coast Line people, and the same show that for sixteen months beginning May, 1927, and ending August, 1928, the total cash remitted by the agent was \$1,396.91, the monthly average being \$87.31; while the monthly wage paid the agent was \$100.43.

In view of the earnings at this station the Commission is of the opinion, and so finds, it would be unreasonable to require the further maintenance of a regular agency at Shannon, North Carolina, and

IT IS THEREFORE ORDERED, That the Atlantic Coast Line Railroad Company be, and it is hereby authorized to discontinue the regular agency at Shannon and make same a regular prepay station.

By direction of the Commission:

R. O. SELF,

This 24th day of October, 1928.

Clerk.

Docket No. 6722.

IN THE MATTER OF APPLICATION OF ATLANTIC COAST LINE RAILROAD COMPANY TO DISCONTINUE THE AGENCY AT HASTY, NORTH CAROLINA, AND MAKE SAME A PREPAY STATION.

ORDER

Hearing in the above application was held at Raleigh, October 19, 1928, the Atlantic Coast Line Railroad Company being represented by Attorney Murray Allen, of Raleigh; General Superintendent C. G. Sibley, of Rocky Mount; Superintendent R. B. Hare, and Agency Supervisor H. J. Jones.

The Commission received a petition by C. L. Jones and others, of Hasty, protesting against the closing of this agency, and also letter from Messrs. Gibson & Gill, Attorneys of Laurinburg, as representing petitioners, however, no parties appeared in protest at the hearing.

The statements showing actual cash receipts at Hasty, North Carolina, for 16 months beginning May, 1927, and ending August, 1928, was \$1,651.66, or an average monthly cash receipt of \$103.24; while the average monthly wages paid agent is \$100.29 during this period.

In view of the showing of the earnings and expenses at this station the Commission is of the opinion, and so finds, that it would be unreasonable to require the further maintenance of this agency.

IT IS THEREFORE ORDERED, That the Atlantic Coast Line Railroad Company be, and they are hereby authorized, to close the agency at Hasty, North Carolina, and make same a regular prepay station.

By direction of the Commission:

R. O. SELF,

This 24th day of October, 1928.

Clerk.

Docket No. 6722.

IN THE MATTER OF APPLICATION OF ATLANTIC COAST LINE RAILROAD COMPANY TO DISCONTINUE AGENCY AT MANCHESTER, NORTH CAROLINA AND MAKE THE SAME A PREPAY STATION.

ORDER

A hearing on this application was held at Raleigh, N. C., October 19, 1928, the Atlantic Coast Line Railroad Company being represented by Mr. Murray

Allen, Attorney; Mr. C. G. Sibley, General Superintendent; L. Croker, Superintendent; H. J. Jones, Agency Supervisor. The application was opposed at the hearing by Mr. I. A. Hurchison and Mr. G. A. Harps.

Revenue statements of earnings, both actual and allocated, at this station were presented by the applicant, the actual cash receipts for the entire year of 1927 was \$2,232.12, and for nine months from January 1 to September 30, 1928, inclusive, was \$1,024.79. The cost of operating the station for the twelve months ending May 31, 1928, was shown as \$1,491.98, this being only the actual wages paid the agent.

In view of the revenue earnings of this station, the Commission is of the opinion, and so finds, that it would be unreasonable to require the Atlantic Coast Line Railroad Company to maintain the same as a regular agency point, however, the Commission also finds it would be unreasonable not to require that the Atlantic Coast Line Railroad Company retain at this point what is known in their operations as a caretaker.

IT IS THEREFORE ORDERED, That the Atlantic Coast Line Railroad Company be, and the same is hereby authorized to discontinue the regular agency at Manchester, North Carolina, making the same a regular prepay station.

IT IS HEREBY FURTHER ORDERED, To inaugurate simultaneously with the discontinuance of the regular agency the service of a caretaker with regular duties of such in line with that performed at other stations of like kind and class.

By order of the Commission:
This 24th day of October, 1928.
Docket No. 2762.

R. O. SELF,
Clerk.

Norfolk and Western Railway Company v. West Jefferson and Tuckerdale Telephone Company. Complaint of telephone wire crossings. The matter is served on defendant for adjustment and after much correspondence complainant is advised to bring suit against defendant for failure to comply herewith and have them pay the penalties prescribed by law. Dismissed.

O. G. Edwards v. Atlantic Coast Line Railroad Company. Complaint of sanitary conditions on train. Adjusted.

Durham Chamber of Commerce v. Seaboard Air Line Railway Company and Southern Railway Company. Train connections at Raleigh between Seaboard Air Line train No. 303, southbound, and Southern train No. 16. Adjusted.

Brotherhood of Railroad Trainmen v. Norfolk Southern Railroad Company. Complaint of failure of defendant company to have main line switch lights. Dismissed.

N. B. McDeavitt v. Southern Railway Company. Petition to have trains Nos. 11 and 12 stop at Stackhouse. Dismissed.

Southern Railway System to the Commission. Application to make Skyland a non-agency station. Application withdrawn.

Tallullah Falls Railway Company v. Western Carolina Telephone Company. Complaint of telephone line crossing main line tracks at Prentiss. Adjusted.

Edwin A. Holt v. Southern Railway. Petition for change in schedule of train No. 16, having it leave Greensboro thirty minutes earlier. Petition granted by defendant.

Seaboard Air Line Railway Company to the Commission. Application for change in schedule of Wilmington-Rutherford trains. Granted.

Black Mountain Railway Company to the Commission. Application to discontinue handling passengers, baggage, mail and express on its line of road in Yancey County. Protest is filed by the Yancey County Merchants Association at Burnsville, and, after hearing the matter, the plaintiff withdraws the request for discontinuance of express service with the understanding that those protesting would make no objections to discontinuance of passenger and baggage service. Petition granted as to discontinuance of handling baggage and passengers.

Buchan Farming Company v. Seaboard Air Line Railway Company. Facilities at Addor. The station at Addor having been burned and a car used as a station with no place for delivery or receiving of freight, request is made for a new station building. Defendant company advises that station building has been completed and case is closed.

J. E. Rogers v. Southern Railway Company. Complaint against the discontinuance of Thomasville siding. Adjusted.

Clinchfield Railroad Company to the Commission. Application to close agency at Boonford and make same a non-agency station. Application withdrawn.

Southern Railway Company to the Commission. Application for authority to make Horseshoe a non-agency station. Application withdrawn.

J. H. N. Brendle v. Southern Railway Company. Complaint of cattle guards at railway crossings. Adjusted.

City of Asheville v. Southern Railway Company. Petition for hearing as to payment of costs of construction of temporary trestles necessary to construct a viaduct over the yards and tracks of the Southern Railway Company at Biltmore. Petition withdrawn.

Kinston Carolina Railroad Company to the Commission. Application for reduction of train service between Kinston and Beulaville. Granted.

Southern Railway System to the Commission. Application for changes in passenger trains. Schedules approved.

Dover and Southbound Railway Company to the Commission. Authority to discontinue handling of passengers between Dover and Richlands. Granted.

J. B. Hoyle v. Southern Railway Company. Complaint of station facilities at Hazelwood. Adjusted.

Carolina and Northeastern Railroad Company v. Barkley-Keever Company. Complaint of wire crossings near mile post No. 65. Adjusted.

Tallullah Falls Railroad Company to the Commission. Application to discontinue agency at Prentiss. Granted.

Seaboard Air Line Railway Company to the Commission. Application to close Lakeview as agency station. Granted.

J. T. Cunningham v. Southern Railway Company. Petition asking that trains Nos. 17 and 20 stop at Noland on flag. Granted.

Seaboard Air Line Railway Company to the Commission. Petition to discontinue trains Nos. 19 and 20 between Hamlet and Wilmington. Granted.

Mrs. E. L. Woodward v. Seaboard Air Line Railway Company. Application for train No. 20 to stop at Epps Springs on flag. Granted.

Southern Railway System to the Commission. Petition to make Hillsboro and Graham conditional stops for No. 111. Granted.

Citizens of West Asheville v. Southern Railway Company. Application to the Commission for freight and passenger depot in lieu of present prepay station at Boswell, to be known as West Asheville. The commission is advised by the defendant company that the business to be served by such agency was insufficient to justify the expenditure sufficient to take care of the establishment of the freight station and that the business of that section could be adequately accommodated through the Asheville station and the prepay station at Boswell. Dismissed.

Southern Railway System to the Commission. Application for discontinuance of train from Charlotte to Taylorsville. Plaintiff is advised that the petition will be allowed when proper provision has been made for handling mail.

P. C. Henson and Company v. Blackwood Lumber Company. Complaint of condition of sidetrack at Cullowhee on the Tuckaseegee Southeastern Railroad Company. It appearing that delay in taking care of siding was due to rebuilding bridges, fills, etc., caused by flood, and that the matter will have attention as promptly as possible, case is dismissed.

Seaboard Air Line Railway Company to the Commission. Application for mixed train between Lewiston and Boykins. Granted.

ELECTRIC LIGHT AND POWER COMPANIES

CAROLINA POWER AND LIGHT COMPANY. TO THE COMMISSION. STREET CAR RATES FOR SCHOOL CHILDREN.

ORDER

WHEREAS, Under its franchise in the City of Raleigh, and pursuant to an order of this Commission under date of November 25, 1921, Carolina Power & Light Company is now providing a return trip street railway ticket which is sold to teachers and pupils attending certain schools in the City of Raleigh for the sum of eight cents (8c) which entitles each teacher or pupil to one round trip on each school day, and

WHEREAS, The Parent-Teacher Association of the City of Raleigh has requested Carolina Power & Light Company to substitute in lieu of said round trip ticket, one way tickets to be sold at four cents (4c) each, the use of said tickets to be subject to regulations as hereinafter set forth, and

WHEREAS, It is believed that such change would be to the benefit of both pupils and teachers and would stimulate the use of street cars by said pupils and teachers, and

WHEREAS, Carolina Power & Light Company is willing to give the proposed plan a trial for a period of sixty days and thereafter to continue the same provided in its opinion the increased patronage of the street railway justifies same.

Now, THEREFORE, be it ordered:

FIRST: That Carolina Power & Light Company be directed to sell to bona fide pupils and teachers of schools in the city of Raleigh as hereinafter defined, books of one-way school tickets at the rate of four cents (4c) per

ticket, said books to contain not more than fifty (50) tickets to be sold at the office of the company and said tickets to be issued to pupils and teachers upon presentation of certificate from the principal of the school attended, that the applicant is a bona fide pupil or teacher of said school. And said tickets shall be good when presented between the hours of 7:30 a. m. and 6:00 p. m. on regular school days and shall only be used for the purpose of going to and from school.

SECOND: Only bona fide pupils and teachers of public, grammar, academic, or business schools situated in the City of Raleigh shall be entitled to the use of said school tickets provided, however, that pupils residing in or at any boarding school shall not be entitled to the use of said tickets.

THIRD: That Carolina Power & Light Company shall not be required to sell to any pupil or teacher within any period a greater number of tickets than would be required to entitle such teacher or student to one trip to and one trip from school on each day such pupil or teacher is required to attend school for instruction or teaching.

FOURTH: This is a temporary order made at the request of the Parent-Teacher Association of the City of Raleigh by and with the consent of Carolina Power & Light Company and is issued subject to approval of City Commissioners of the City of Raleigh by proper resolution or ordinance. This order shall remain in force only for a period of sixty (60) days from February 1, 1927, unless thereafter made permanent at the request of Carolina Power & Light Company.

By order of the Commission:

This 29th day of January, 1927.

Docket No. 6511.

R. O. SELF,

Clerk.

IN RE PETITION OF GASTONIA AND SUBURBAN GAS COMPANY FOR PERMISSION TO REVISE ITS GAS RATES IN GASTONIA, NORTH CAROLINA.

ORDER

Upon application of the Gastonia and Suburban Gas Company for permission to revise its gas rates in Gastonia, North Carolina, it is found that the revision has the approval of the City Council of Gastonia, as evidenced by a letter on file with the Commission from the City Manager, therefore, it is

ORDERED, That the petitioner be, and is hereby, authorized, effective December 1, 1927, to charge the following rates, to-wit:

	<i>Gross</i>	<i>Net</i>
First 700 cu. ft. or less.....	\$1.60	\$1.50
Next 2,300 cu. ft. or less.....	2.10	2.00 per M.
Next 7,000 cu. ft. or less.....	1.95	1.85 per M.
Next 10,000 cu. ft. or less.....	1.80	1.70 per M.
Next 30,000 cu. ft. or less.....	1.60	1.50 per M.
All over 50,000 cu. ft. or less.....	1.40	1.30 per M.
Prepay Meters.....		2.20 per M.

By order of the Commission:

This 10th day of November, 1927.

Docket No. 6610.

R. O. SELF,

Clerk.

IN RE PETITION OF CONCORD AND KANNAPOLIS GAS COMPANY
FOR PERMISSION TO REVISE ITS RATES FOR CONCORD AND
KANNAPOLIS.

ORDER

Upon application of the Concord and Kannapolis Gas Company for permission to revise its gas rates for Concord and Kannapolis, it is found that the revision has the approval of the officials of the City of Concord. Kannapolis is not incorporated and since the rate asked for is, in a measure, a reduction, the petition is granted; therefore, it is

ORDERED, That the petitioner be, and is hereby, authorized, effective December 1, 1927, to charge the following rates, to-wit:

	<i>Gross</i>	<i>Net</i>
First 700 cu. ft. or less.....	\$1.60	\$1.50
Next 2,300 cu. ft. or less.....	2.10	2.00 per M.
Next 7,000 cu. ft. or less.....	1.95	1.85 per M.
Next 10,000 cu. ft. or less.....	1.80	1.70 per M.
Next 30,000 cu. ft. or less.....	1.60	1.50 per M.
All over 50,000 cu. ft.....	1.40	1.30 per M.
Prepay Meters.....		2.20 per M.

By order of the Commission:

This 10th day of November, 1927.

Docket No. 6616.

R. O. SELF,

Clerk.

IN RE COMMISSION'S ORDER OF NOVEMBER 1, 1927, PROMULGATING
GAS RATES FOR THE TOWNS OF HENDERSON, OXFORD AND
ELIZABETH CITY.

ORDER

Upon application of the Henderson and Oxford Gas Company of Henderson, North Carolina, and the Elizabeth and Suburban Gas Company of Elizabeth City, North Carolina, the Commission made an order promulgating certain gas rates in the towns of Henderson, Oxford and Elizabeth City. Now upon petition of the same companies, Item 2 of said order, which begins: "Domestic consumers now using ranges or hot water heaters," is hereby amended to read: "Domestic consumers now using ranges or hot water heaters, or both, will have their consumption averaged for one year prior to November, 1927. All consumption above this point during the season beginning November to May, 31, will be billed at \$1.55 per thousand cubic feet."

By order of the Commission:

This 9th day of January, 1928.

Docket No. 6611.

R. O. SELF,

Clerk.

IN RE BUREAU OF LIGHTHOUSES, UNITED STATES DEPARTMENT
OF COMMERCE V. SOUTHERN PUBLIC UTILITIES COMPANY,
CHARLOTTE, NORTH CAROLINA.

ORDER

This is the petition of the Bureau of Lighthouses, United States Department of Commerce, having in charge the construction, supervision, and

management of airway beacons, towers, and landing fields for commercial aviation under the Air Commerce Act for encouraging and fostering commercial aviation.

The petitioner contends in order that the fullest advantages may be obtained from air commerce, it is necessary that airways be operated by night as well as by day; and, to the end that night flying may be accomplished with the maximum safety to pilots and passengers, the Department is marking the routes by electrically lighted intermediate landing fields at 30-mile intervals with beacon lights at 10-mile intervals between these fields; that the connected load at each intermediate landing field is approximately 2.3 k. w. and the energy consumption about 800 k. w. h. per month, while each beacon between the fields has a load of approximately 1.6 k. w. and an energy consumption of about 600 k. w. h. per month, all lights at both types of beacon being lighted from sunset to sunrise each night in the year, the loads being fractional horsepower motors as well as lighting at each site. The petitioner prefers to obtain commercial power at each site rather than to use engine-generator sets, because through the use of control devices such installations are semi-automatic. Petitioner contends that in states where this new use of electricity has not already been considered, there is no rate that adequately covers this service; that airways are laid out, as nearly as practicable, in a straight line, necessitating the location of lights, or fields, at isolated places some distance from the transmission trunk lines from which power is available; that the Government is prepared to pay its proper share of the cost of power to these sites and is willing to purchase outright pole line extensions and to maintain them. From its previous experience, it is found that power companies in general are willing to expend a sum equal to from two and one-half to three times the estimated revenue from a beacon to be served in constructing the pole line extension to such beacon; that this sum may be increased in the same proportion by revenues obtained from additional customers using power from these extensions, the excess, if any, in construction cost is then charged to the Department of Commerce and paid by monthly service charge until amortized, with provision in the contract that protects the power company in the event of unforeseen necessity of discontinuance of airways service before the monthly service charges shall have amortized the Government's share of construction cost.

The respondent, the Southern Public Utilities Company, states that it does not serve communities affected in this State south of Salisbury because the route is laid via Mooresville and Gastonia; that the Salisbury site is 1,500 feet from its transmission trunk, that at Thomasville, 17,424 feet; High Point, 8,448 feet; Greensboro, 6,336 feet; Reidsville, 26,400 feet; that to serve such points even at regular lighting rate which it has in force for all lighting customers would be unremunerative; that if it were to undertake to serve this airway route at anything less than its regular lighting rate, the loss in such service would be prohibitive. The respondent further states that it does not give special power rates until a demand of two horsepower or over is made and the single phase current up to two horsepower is and has been the custom of the company and three phase over that; that it cannot change its policy in this case without discriminating against other customers and that it would be giving a rate which, to that special service,

would show a loss and would have to be made up by other classes of service on its regular lighting rate if the company received any remuneration from any source therefor; that in order not to delay construction or installation of the fields and beacons, that they have gone ahead and built the connections in coöperation with the Department of Commerce; that the total cost of such installations, except that at Greensboro which was estimated, is approximately \$15,000, a large part of which would be repaid by the Government during the process of the amortization; that the company will maintain the lines and keep them in order so as to deliver the power under its contract at all times. Respondent further claims that in any event each site must be served by a separate transformer and the loss of energy will about equal the consumption. The petitioner also contends that consideration should be given to the uniform load from sunset to sunrise each night throughout the year. The respondent says if this were not true, it would be impossible to render the service the distance from its transmission trunks at the rate which it has offered because of the small load demand.

The Commission has made a lighting rate which is uniform for the customers of the Southern Public Utilities Company and the reasons advanced for a less rate for the airways service are prompted by the desire of the Department of Commerce for airways development. The consumption at such stations is so low that it does not justify the making of a special rate for this service and especially not without creating a loss to the company for that particular service because of the reasons advanced above. In this case, the respondent has filed with the Commission its lighting rate, making it applicable to the airways service. This is an untried field for local utilities and it may be that the future will develop just what is a reasonable rate and special attention will be given in the future to the result of the rates in connection with this service in order that the Commission may ascertain what is reasonable and just. The respondent has made considerable concession in the installation of a service that it considers will be unremunerative and the Commission does not feel that concession should now be made in the matter of rates until the service has been tried and its result demonstrated; therefore, it is

ORDERED, That the case be dismissed and that the rate previously filed by the Southern Public Utilities Company with the Commission applicable to other lighting service is hereby approved for application to this service from and after its installation.

By order of the Commission:

R. O. SELF,
Clerk.

This 14th day of May, 1928.

Docket No. 6640.

**IN RE ELECTRIC LIGHT RATES TO BE CHARGED BY THE BREVARD
LIGHT AND POWER COMPANY TO SUMMER CAMPS AND OTHER
SEASONAL CUSTOMERS AT BREVARD, IN TRANSYLVANIA COUNTY,
NORTH CAROLINA.**

ORDER

This petition came before the Commission by way of complaint on the part of the Brevard Light & Power Company to a rate which had been previously installed for seasonal lighting for summer camps which operate

about two months in the year near Brevard, North Carolina. There had been considerable correspondence between the operators of the camps and the light company with reference to just what the rate should be. The Company has been considerable embarrassed in serving its patrons because of a lack of sufficient power; and, for that reason, it was not anxious to take on this class of service to the exclusion of its regular annual customers.

The case was heard at Waynesville by Chairman Lee on June 21st, and after due consideration by him and presentation of the facts to the full membership of the Commission, it is

ORDERED, That, effective July 1, 1928, the Brevard Light & Power Company is authorized to charge the following rates to summer camps using electricity for a period of three months or less of each year:

First	25 k. w. h. @.....	20c per k. w. h.
Next	25 k. w. h. @.....	18c per k. w. h.
Next	25 k. w. h. @.....	16c per k. w. h.
Next	50 k. w. h. @.....	14c per k. w. h.
All over	125 k. w. h. @.....	12c per k. w. h.

Customers using this rate will be subject to pay a minimum of \$1.50 per month for a period of twelve months in each year in which service is furnished for a period of three months, or less, but such monthly minimum charge shall not be made against any customer for any month in which the total bill at the above rate shall exceed the amount of the monthly minimum. It is

FURTHER ORDERED, That the Brevard Light & Power Company shall continue to serve residential seasonal lighting customers, who take the service for a period of four months, or less, under the following rates fixed by the Commission under date of August 13, 1925, which shall apply to all domestic residential use:

First	10 k. w. h. @.....	20c per k. w. h.
Next	25 k. w. h. @.....	18c per k. w. h.
Next	25 k. w. h. @.....	16c per k. w. h.
Next	50 k. w. h. @.....	14c per k. w. h.
All over	110 k. w. h. @.....	12c per k. w. h.

Customers using this class of service under this rate shall be subject to a minimum charge of \$1.50 per month for each calendar month, or fraction thereof, that service is connected.

Tent shows and carnivals showing in one location for a period of one week, or less, shall be subject to a rate of twenty (20c) cents per kilowatt hour for energy consumed and, in addition, shall pay a connection charge of \$3.00 for each meter installed.

By order of the Commission:

This 6th day of July, 1928.

R. O. SELF,

Clerk.

Cullowhee State Normal School to the Commission. Schedule of electric lighting rates for community filed and approved.

North Carolina Public Service Company to the Commission. Rate of \$3.00 for current consumed by motor on sanding machine to surface floors of buildings of six rooms, or less, with charge of \$2.00 for rendering service wires to incomplete buildings. Approved.

Southern Power Company to the Commission. Amendment to power contract. Approved.

W. B. White v. Carolina Power and Light Company. Complaint as to meter service. Adjusted.

C. J. Markham v. Carolina Power and Light Company. Complaint as to meter service. Adjusted.

Hayesville Electric Company to the Commission. Rate schedules for Hayesville. Approved.

Tidewater Power Company to the Commission. Optional residential combination electric lighting rate filed and approved by the Commission subject to hearing upon complaint.

Town of Franklin to the Commission. Rate for refrigeration motor and sign lighting filed with approval of the Commission, subject to hearing upon complaint.

Carolina Power and Light Company to the Commission. Combination charge lighting power service rates filed and approved, subject to hearing upon complaint, effective April 1, 1927.

J. P. Campbell v. Southern Public Utilities Company. Complaint of difference in reduction of rates for electric cooking and regular electric lighting. Adjusted.

Moore Grocery and Milling Company v. Southern Power Company. Complaint as to electric meters and their registration. It appearing that the complainant buys power from the city which in turn buys it from the Southern Power Company, and the Commission having no jurisdiction therein, the case is dismissed.

Virginia Electric and Power Company to the Commission. Electric rate schedules filed and approved by the Commission, subject to hearing upon complaint.

Clinton Hardware Company v. Tidewater Power Company. Complaint of tapping fee charged for furnishing water at White Lake. Adjusted.

Tidewater Power Company to the Commission. Rate for wholesale current filed and approved by the Commission subject to hearing upon complaint.

Citizens of Cabarrus County v. Coldwater Light & Power Company. Complaint of refusing to install certain service on lines. Adjusted.

Thomas Powell v. Carolina Power and Light Company. Complaint of service connection. Adjusted.

John A. Lancaster v. Southern Public Utilities Company. Complaint of electric light service. Adjusted.

Henry Clark Bridgers v. Newland Light and Power Company. Complaint of charge for service at Linville. Adjusted.

Tidewater Power Company to the Commission. Revised residential commercial and industrial rates for Wrightville Beach and all consumers other than those on Wrightsvilles Beach; also Central house-heating, gas-fired boiler rates filed and approved, subject to hearing upon complaint.

J. T. Underwood and Citizens of Liberty v. Carolina Power and Light company. Complaint of service. Adjusted.

Town of Granite Falls v. Southern Power Company. Complaint of charge for power. Adjusted.

Mrs. F. O. LaFevers v. Carolina Power and Light Company. Application for installation of service necessary for electric range. Service installed.

Snyder Credit Company v. Southern Public Utilities Company. Complaint of charges for installation of service. Adjusted.

Percy J. Olive v. Carolina Power and Light Company. Application for installation of lights in office. Adjusted.

C. A. Hebert v. University Consolidated Service Plants. Complaint of refusal to return meter deposit. Adjusted.

Marion Light and Power Company to the Commission. Minimum rate of \$1.10 for 10 k. w. h. for lighting current, same being a reduction, is approved for the town of Marion.

Carolina Power and Light Company to the Commission. Schedule of rates for large textile mills class No. 3 and No. 4, being reduction in rates. Approved.

H. V. Conly v. Tidewater Power Company. Complaint of service for Wilmington. Adjusted.

M. P. Hite v. Elizabeth and Suburban Gas Company. Complaint of charges. Adjusted.

Carolina Power and Light Company to the Commission. Schedule of rates for Feldspar Grinding Mills. Approved.

Rocky Mount Mills to the Commission. Schedule of rates for lights and power furnished neighbors in Stony Creek township. Approved.

Greensboro Full-Fashioned Hosiery Mills v. Public Utilities Company. Complaint of rates and service. Adjusted.

North Carolina Public Service Company to the Commission. Application for discontinuance of rate schedule No. 10 being flat rate indicator service for the cities of Greensboro, Burlington and contiguous territory. Approved.

Durham Gas Company to the Commission. Gas rates in effect in the City of Durham filed by Durham Gas Company, succeeding Carolina Power and Light Company. Approved.

Carolina Power and Light Company to the Commission. Rates for large miscellaneous power service and temporary or seasonal miscellaneous large power service filed and approved.

New River Light and Power Company to the Commission. Rates for residential and commercial lighting, street lights, cooking and power rates for motors filed and approved.

Public Theater Corporation to the Commission. Complaint as to service for exit lights on separate meter. Dismissed.

Carolina Power and Light Company to the Commission. Rates covering large miscellaneous intermittent power service filed.

Tidewater Power Company to the Commission. Combination for residential gas-fired boiler, including use of gas for all other residential purposes filed and approved.

Frigidaire v. Southern Public Utilities Company. Complaint of service.

Carolina Power & Light Company to the Commission. Rural and suburban service rate filed and approved.

Duke Power Company to the Commission. Schedule of rates for electric lighting service, electric fuel service, window lighting service and electric power service for the town of Marion filed and approved.

Southern Public Utilities Company to the Commission. Rates on buses in the city of Winston-Salem filed and approved as follows: 7 cents cash fare, four tickets for 25 cents with transfer good for a continuous passage

on street railroad to bus or bus to street railroad or bus to bus from one route to another route.

J. Spillman v. Tidewater Power Company. Complaint of charges. Adjusted.

W. F. Carter v. Southern Public Utilities Company. Complaint of sale of power for electric refrigeration. Dismissed.

Tidewater Power Company to the Commission. Package freight schedule rates from Wilmington to Wrightsville Beach and immediate points. Filed and approved.

Elizabeth City Public Utility Commission v. Virginia Electric Company. Complaint as to current. Adjusted.

Carolina Gas and Electric Company to the Commission. Optional rates for residential gas service and additional rates for the towns of Fayetteville, Goldsboro, Greenville, Kinston, New Bern and Washington, filed and approved.

National Utilities Company of Statesville to the Commission. Gas rates for Marion and Statesville filed and approved.

Elk Park Electric Light and Power Company and Newland Light and Power Company to the Commission. Schedule of rates for optional urban commercial lighting, electric refrigeration, cooking and heating and retail power service for the towns of Elk Park and Newland filed and approved.

Mangum Turner v. North Carolina Public Service Company. Complaint of gas and light service. Adjusted.

Tidewater Power Company to the Commission. Schedule of revised residential and commercial lighting rates for New Hanover county and sea-shore resorts (said rates being reductions in electric lights rates). Filed and approved.

Carolina-Tennessee Power Company to the Commission. Amendment to rules and regulations concerning electric power. Approved.

Carolina Power and Light Company to the Commission. Combination residential cooking, water heating and lighting service rates filed and approved.

TELEGRAPH COMPANIES

IN RE PETITION OF THE WESTERN UNION TELEGRAPH COMPANY
FOR AUTHORITY TO INCREASE RATES FOR TELEGRAPH SERVICE
BETWEEN POINTS IN NORTH CAROLINA.

ORDER

Hearings were held on this petition on August 10th and 11th, 1926, and progressed to final argument August 23, 1927. Disposition of it has been delayed because the case for the petitioner was presented with such refinement of intricate theories of accounting that it had to wait until it could be given such consideration and analysis as would permit a satisfactory decision.

On account of the intricacies of accounting methods introduced and the importance of the issue presented, the Commission arranged to employ accounting experts experienced in public utility accounting to investigate the testimony and exhibits presented. Herdrich and Boggs, of Indianapolis, were employed for this service. Their report has been of little assistance, as it did not throw any additional light upon it, except as to minor details.

After careful analysis of the testimony, we have reached the conclusion that the petition should be denied; and, inasmuch as the petitioner contends that its operations in North Carolina, with respect to its intrastate business, is conducted at an actual loss, it is entitled to have our finding supported by such analysis of the testimony as will sustain it.

The existing rates for telegraphic service, both intrastate and interstate, were uniformly increased throughout the United States 20 per cent in 1919, by order of the Postmaster General, when the entire property of the telegraph companies was being operated by the Federal Government. It is shown by the petitioner that many items of operating expenses have increased in greater proportion than that—it being shown that pay of operators and employees in December, 1926, was 86 per cent greater than in December, 1915, together with increased costs of all materials that go into the rendering of telegraph service. It is also true of many lines of industry that increasing wage costs have been largely overcome by increased volume of business and by increased efficiency of machinery and appliances. This is peculiarly the case as to business of the Western Union Telegraph Company.

For the year under review in the testimony in this case, 1925, the petitioner had developed automatic message recording instruments to the point that more than 80 per cent of all messages handled at stations on its trunk lines in this State, and 63.9 per cent of all messages handled in the State, were mechanically recorded by automatic machines, instead of hand-handled by the Morse Code. There has, also, been a continuing development of devices for multiple use of wire circuits, largely increasing the capacity of wires, so that increasing volume of traffic can be handled without corresponding increase of capital outlay for additional wire circuits and of expense of maintenance of same, and such multiple use of equipment is in general use.

These facts tend to show that increased wage and material costs have been offset by increasing volume of business and by the development of more efficient and less expensive mechanical appliances used in its operations, and the general operating results of the petitioner demonstrate conclusively that that is true. While rates for its service have remained constant since 1919, throughout the country, its net earnings, as a whole, in the United States have materially increased and are substantially greater than in 1919 or 1915 or any previous period in its history. Of course, we are not trying the issue in this case upon earnings of the petitioner in the United States, and we only recite these outstanding facts because they demonstrate that a further increase in telegraph rates is not required by reason of increased costs of labor and materials.

Coming now to the specific showing of the petitioner that its operating expenses in North Carolina, applicable to its handling of messages between points in North Carolina, was, for the year 1925, \$38,301 greater than its receipts for this service and that including taxes and uncollectible revenue, the excess was \$66,384.00.

This conclusion is reached by special accounting methods, employed for this special purpose, and necessarily based upon accounting theories rather than upon an accounting of exact facts. So much is not said in criticism, for in the very nature of things, there could not be an exact separation and

accounting of the costs of all the operations that go into the handling of telegraph messages between points in North Carolina separate from the costs of handling interstate messages, when there is the constant intermingled employment of the same facilities and the same agents and employees in the handling of both classes of business at the same time. Are the accounting methods relied upon by the petitioner in this case to make this intricate separation accurate, or sufficiently so to justify the conclusion it seeks? We do not think so.

Before considering its general basis of allocating expenses against its intrastate business, we take up two specific items of expenses that are treated separately. There is charged entirely against intrastate operations an item of license taxes, \$20,882.00. This refers to a privilege tax levied by Section 206 of the Revenue Act on "every person, firm or corporation operating in this State the apparatus necessary to communication by telegraph * * * for the privilege of engaging in such business." The petitioner charges all of this tax against intrastate operations because there is a provision in the act that "nothing in this section shall be construed to authorize the imposition of any tax upon interstate commerce or any business transacted by the Federal Government," and because it is contended the State is without the power to levy a privilege tax chargeable against interstate transactions.

If the theory of the petitioner with respect to this tax is correct, precisely the same theory would apply with equal validity to every tax paid by it either to the State or the counties, municipalities or special tax districts. None of these taxes are a "tax upon interstate commerce" within the legal meaning of that term, or within the constitutional prohibition. If held to be "a tax upon interstate commerce," they would immediately become invalid. The same provision that is in the act levying this privilege tax is, by necessary inference, in every tax law enacted by the State, or for any of the units of government acting under its authority. But it does not occur to the petitioner to suggest that, because under the Constitution, none of these taxes may be "a tax upon interstate commerce," that, therefore, none of these taxes should be in pro rata part allocated as a part of the expenses of its interstate business transacted in this State. That a State may not levy a tax upon interstate commerce certainly does not mean that valid taxes levied by it may not become a part of the expense of carrying on interstate business. Such taxes are almost universally a part of the cost of doing interstate business. As a matter of course the General Assembly did not intend, in levying this privilege tax, to levy a tax upon interstate commerce. It was levying a tax upon the privilege of "operating within this State the apparatus necessary to communication by telegraph." The petitioner exercises that privilege and pays the tax; and, like all other taxes which in the course of its business it has to pay, including its Federal as well as State and local taxes, is allocable in proper ratio to all its business, both intrastate and interstate. This is the first time this principle of accounting, which we understand to be universally observed, has been questioned in any proceeding before us.

Another charge against intrastate revenue that we find it necessary to eliminate entirely is an item of \$21,974 for handling intrastate messages at relay points outside of North Carolina. This charge is based upon a one-day check, showing a total of 1,308 intrastate messages relayed at Atlanta, Nor-

folk, Richmond, Roanoke, Abingdon and Johnson City, each handled twice and multiplied by three hundred days to show 784,800 handlings of such messages at an estimated average handling cost of 2.8 cents. It is excluded for the reason that if proper practice involves handling to this extent of intrastate messages at relay points outside the State, such practice would in turn involve handling at relay points in this State of intrastate messages in adjoining states in presumably equivalent numbers, and at costs of handling included in the expenses of operation in this State. It is also excluded for the reason we find from petitioner's exhibits there has already been allocated against intrastate messages a sufficient number of handlings to cover the reasonable cost of handling such messages whether relayed at points within or without the State.

Exhibit C-1-A shows results of a study made by petitioner to determine the average number of operator handlings of messages and the average cost of same. The conclusion reached was that the average intrastate message is handled 3.83 times at an average cost of 2.8 cents each. Considering that at least a substantial number of intrastate messages should be handled direct between local stations on the same line without relay, and involving only two handlings per message, it seems that 3.83 handlings per message at 2.8 cents per each handling is quite a liberal number to be charged against all purely local intrastate messages, including any relays that may be necessary at stations outside the State.

Another element of the theoretical basis on which petitioner's case is made up, and which we find it difficult to follow, is its calculation of the average distances traveled within the State by intrastate and interstate messages. The average is shown to be 131.5 miles for intrastate messages and 76.3 miles within the State for interstate messages, and these factors represent a large part of the costs assigned against each class of business, including all maintenance and repairs of lines.

Here, again, we are not dealing with what purports to be exact statements of fact, but with results "determined by a study of one month's messages." This is all the information we have as to how these average distances were arrived at. We find it difficult to follow a conclusion that an average interstate message travels only 76.3 miles in a State that averages five hundred miles long and nearly two hundred miles wide. The lines of the Western Union follow railroad rights of way. They have three main north and south trunk lines across the State following the trunk lines of our three main railway systems. The distance between extreme stations within the State on the Seaboard main line is 174 miles; the Southern, 177 miles; and the Coast Line, 189 miles. An interstate message originating at the half-way point on the shortest of these trunk lines would travel eighty-seven miles before passing the last railroad station inside the State, and the average half-way distance for these three trunk lines is ninety miles. So that, if the Western Union's business falls into the law of averages in this respect, its average message, originating on one of these main trunk lines, would travel more than ninety miles in the State before reaching a State line, and its business originating at points in the State not on these three main north and south trunk lines would add its distance to the trunk line to the ninety miles average. If the petitioner, based on a short term "study," instead of a complete and actual test of mileage on each message,

has arrived at an average mileage for interstate messages within the State less than the actual average, it has to that extent reduced expenses applicable to its interstate messages and increased to that extent the expenses applicable against its intrastate expenses.

Without further consideration of details, we come now to consider a summing up of the petitioner's case. Its revenue in North Carolina is, in round figures, 75 per cent interstate and 25 per cent intrastate; but an intricate system of allocating each character of expense is employed which results in charging the 25 per cent of revenue with 33 per cent of expenses, and in addition to this intrastate is charged with all of its privilege taxes and an undue proportion of all other taxes. In some cases, the theory of mileage is used; in others, the number of message handlings; in others, the per message basis; and in others, a combination of two or more of these theories, but always assigning to intrastate operations a percentage of cost substantially in excess of its percentage of revenue. We find that the petitioner does not itself approve this theoretical system of accounting in its allocation of its expenses as between states, or in its contractual relations with others.

In the case before us, we find that the petitioner allocates to North Carolina its rateable proportion of general overhead expenses; such as, supervising expenses of commercial and traffic departments, and home and general office expenses, on the basis of "commercial telegraph tolls collected in each state"; but, after that allocation is made to North Carolina and it comes to separate the amounts so allocated as between intrastate and interstate, that simple and exact method is abandoned; and, in lieu of it, theoretical methods are set up which in every case allocate to intrastate operations a proportion of expenses much greater than its revenue proportion, and to interstate, much less than its revenue proportion.

Again we find from petitioner's exhibits that its theoretical basis is not approved by it in its use in actual transactions where it has contractual relations with others. More than 10 per cent of its intrastate messages in this State are handled for it by railroad companies at stations where they do not have a separate telegraph office and to some extent they have contracts with hotels, stores and apartment houses. Contracts and actual payments for these services are on the basis of "commercial telegraph tolls collected." Its contract with the telephone company for collecting its revenue seems to be on the same basis.

The petitioner uses this simple, consistent and exact method in its accounting as between states and in its contractual relations with others to perform its service for it; but where it performs the service itself, it involves the whole question in interminable theories that result in each case in allocating to its intrastate business a proportion of expenses substantially greater than its proportion of revenue or commercial tolls collected. Where this service is performed for it under contract by operators at railroad stations, the actual compensation is on a basis that allocates to intrastate 26.5 per cent of the total, and to interstate, 73.5 per cent. Where the service is performed at Western Union offices, the allocation for the same service is 37.2 per cent against intrastate and 62.8 per cent to interstate. Under such a theory of computing expenses, it can easily show not only a loss on its intrastate operations, but also that it would still operate

its intrastate business at a loss even if the increased rates asked for should be granted. Indeed, under this theoretical system of allocating expenses, about the only way in which local telegraph rates could be made to show a satisfactory profit would be to raise them to the point where the cost of a local message would be equal to the cost of an average interstate message, which, according to testimony of petitioner, is 68.5 cents per message and average distance 800 miles. To the extent that expenses are charged on a per message basis, this would be required, and the larger part of expenses in the case before us, even general overhead and supervisory expenses, are allocated substantially on this basis, or upon a basis which charges a thirty cents message with substantially as much expense as a one dollar message.

It is not easily conceivable that any business would show a profit on its smaller transactions if it charged expenses against them on a unit basis instead of a percentage basis, or upon any other theory of accounting practice which accomplished substantially the same result.

The Western Union Telegraph Company is a prosperous, well-managed company that is keeping up with the progress of the times and rendering efficient service in an important field of public service, but we do not find that it is entitled to a further increase in its rates. It is, therefore

ORDERED, That the petition be dismissed.

By order of the Commission:

R. O. SELF,

This 8th day of February, 1928.

Clerk.

Docket No. 6360.

IN THE MATTER OF PETITION OF THE WESTERN UNION TELEGRAPH COMPANY FOR AUTHORITY TO INCREASE TELEGRAPH RATES FOR TELEGRAPH SERVICE BETWEEN POINTS IN NORTH CAROLINA.

ORDER OVERRULING EXCEPTION

This matter coming on for consideration upon the exceptions filed by the petitioner, Western Union Telegraph Company, and being considered upon the record and the exceptions, and the Commission, being of the opinion that said exceptions should be overruled.

Now, THEREFORE, Exceptions filed, herewith, by Western Union Telegraph Company are hereby overruled and disallowed.

By order of the Commission:

R. O. SELF,

This the 13th day of April, 1928.

Clerk.

Docket No. 6360.

Mrs. L. L. McNair v. Western Union Telegraph Company. Complaint of error in message. The matter was served on defendant company and no further complaint having been received from complainant, the Commission takes it for granted the matter is adjusted.

W. C. Petty v. Western Union Telegraph Company. Complaint of excessive charges of telegraph tolls at Blowing Rock. Adjusted.

EXPRESS COMPANIES

American Railway Express Company to the Commission. Application for authority to discontinue agencies at Glendon and Merry Oaks. Granted as to Merry Oaks.

Southeastern Express Company to the Commission. Petition to close agency at Skyland. Petition was filed after notice had been posted by the Southern Railway Company to the effect that it would operate Skyland as a non-agency station. However, application by Southern Railway Company to make Skyland a non-agency station having been withdrawn this case is dismissed.

Southeastern Express Company to the Commission. Application to close agency at Millboro. Granted.

Southeastern Express Company to the Commission. Application to discontinue agency at Jonesboro. Granted.

Southeastern Express Company to the Commission. Application for discontinuance of agency at Prentiss. Granted.

B. A. Bianchi v. American Railway Express Company and Southeastern Express Company. Complaint of refusal of defendant companies to make deliveries to school. Defendant company advises of revision in delivery and pick-up limits, resulting in adjustment of complaint.

TELEPHONE COMPANIES

PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR ADJUSTMENT OF LINE MILEAGE CHARGES.

ORDER

Upon petition of the Southern Bell Telephone and Telegraph Company, the Commission has had under consideration mileage charges to apply in connection with main stations or private branch exchange systems which are located outside the base rate area but within the exchange area.

It has been a long established custom by telephone companies and has been recognized by rate-making bodies over the country that the cost of special services should be borne by the subscribers to such special services. The present mileage charges have been in effect in the State of North Carolina for more than twenty-five years and were established before there was State regulation of such rates. At the time these rates were made applicable to this State, there was very little of this class of service furnished by the petitioner. Rural life has been made more attractive by the building of good roads, the use of automobiles, and the furnishing of the conveniences which heretofore have been available only to residents of cities. The cost of telephone line construction has more than doubled during the period in which the present rates have been in effect and because of the increased demand for exchange service beyond the base rate area, involving increased costs, the Commission feels that unless some adjustment of the mileage charges is made so that the additional cost of such construction may be borne by such subscribers, such additional cost will of necessity have to be borne by the great body of subscribers not receiving particular benefit from such special service.

The petitioner requests that the mileage charge for individual lines, private branch exchange trunk lines, or ringing circuits per one-quarter mile or fraction thereof per month be increased from forty-two cents to sixty-three cents; that the mileage charge for two-party lines per one-quarter mile, or fraction thereof, per month, each main station, be increased from twenty-one cents to

thirty-two cents; and that the mileage charge for four-party lines per one-quarter mile, or fraction thereof, per month, each main station, be increased from eleven cents to sixteen cents; therefore, it is

ORDERED, That the petition be granted, to be effective at once covering such applications as may be received from this date; and for such service as is now in operation, effective as of April 1, 1927.

By order of the Commission:

This 8th day of January, 1927.

Docket No. 6504.

R. O. SELF,

Clerk.

IN RE PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR INCREASE OF LINE MILEAGE CHARGES AND AMENDING COMMISSION'S ORDER DATED JANUARY 8, 1927.

ORDER

Upon further consideration of the order made by the Commission, dated January 8, 1927, increasing the mileage rates of the Southern Bell Telephone and Telegraph Company, it is

ORDERED, That the said order of January 8, 1927, be amended by striking out the effective date therein, "April 1, 1927", and inserting in lieu thereof the effective date of June 1, 1927.

By order of the Commission:

This 19th day of April, 1927.

Docket No. 6504.

R. O. SELF,

Clerk.

IN RE PETITION OF CAROLINA TELEPHONE AND TELEGRAPH COMPANY FOR ADJUSTMENT OF TELEPHONE RATES ON ITS EXCHANGE IN THE TOWN OF WILLIAMSTON.

ORDER

The Carolina Telephone and Telegraph Company since acquiring this property has entirely rebuilt the outside plant and has installed modern common battery equipment. The petitioner presents a resolution, signed by the Mayor and Clerk of the Town of Williamston, which was passed by the Board of Aldermen, approving the rates requested; therefore, it is

ORDERED, That the petition be granted and that the Carolina Telephone and Telegraph Company be authorized to charge on its Williamston exchange within the base rate area of one mile from the central office the following monthly rental rate, to-wit:

Business, Special Line.....	\$3.50
Business, Duplex Line.....	3.00
Residence, Special Line.....	2.25
Residence, Duplex Line.....	1.75

The above rates shall be effective as of March 1, 1927.

By order of the Commission:

This 21st day of February, 1927.

Docket No. 6543.

R. O. SELF,

Clerk.

IN RE PETITION OF CAROLINA TELEPHONE AND TELEGRAPH COMPANY FOR AN ADJUSTMENT OF TELEPHONE RATES ON ITS EXCHANGE IN THE TOWN OF AHOSKIE, NORTH CAROLINA.

ORDER

This is a petition of the Carolina Telephone and Telegraph Company for an adjustment of telephone rates in the Town of Ahoskie. The petitioner has entirely rebuilt its outside plant, installed common battery equipment, and has placed the same in good condition, thereby greatly improving the service. Attached to the petition filed with the Commission is a resolution, signed by the Mayor and passed by the Board of Aldermen of the Town of Ahoskie, approving the petition; therefore, it is

ORDERED, That the petition be granted and that the Carolina Telephone and Telegraph Company be authorized to charge on its Ahoskie exchange within the base rate area of one mile from the central office the following monthly rental rates, to-wit:

Business, Special Line.....	\$3.50
Business, Duplex Line.....	3.00
Residence, Special Line.....	2.25
Residence, Duplex Line.....	1.75

The above rates shall be effective as of March 1, 1927.

By order of the Commission:

R. O. SELF,

This 21st day of February, 1927.

Clerk.

Docket No. 6543.

IN RE PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR THE ESTABLISHMENT OF RURAL MULTI-PARTY LINE SERVICE AT ITS NORTH CAROLINA EXCHANGES.

The petition of the Southern Bell Telephone and Telegraph Company is made for the establishment of Rural Multi-party Line Service within two miles of the base rate area of certain of its exchanges in North Carolina, as listed below, and inasmuch as this service does not now exist and there is a definite demand for it, it is

ORDERED, That the petitioner's request be granted and said petitioner is authorized to charge the following monthly rate:

Within two miles, air line measurement, of the base rate area of certain of its exchanges in North Carolina, as listed below, rural multi-party line service is furnished at the following monthly rates:

<i>Business Residence</i>		<i>Business Residence</i>	
Asheville	\$3.75 \$2.50	Statesville	2.75 2.00
Greensboro	3.50 2.50	Shelby	2.75 2.00
Raleigh	3.50 2.50	Reidsville	2.75 2.00
Winston-Salem	3.50 2.50	Lumberton	2.50 2.00
Wilmington	3.50 2.50	Lincolnton	2.50 2.00
Salisbury	3.50 2.50	Morganton	2.50 2.00
Gastonia	3.00 2.00	Newton	2.50 2.00
Goldsboro	3.00 2.00	Cherryville	2.25 1.75
Burlington	3.00 2.00	Kings Mountain.....	2.25 1.75
Hendersonville	2.75 2.00	Rutherfordton	2.25 1.75

	<i>Business</i>	<i>Residence</i>		<i>Business</i>	<i>Residence</i>
Forest City.....	2.25	1.75	Caroleen	2.25	1.75
Mt. Holly.....	2.25	1.75	Wendell	2.25	1.75
Selma	2.25	1.75	Apex	2.25	1.75
Belmont	2.25	1.75	Bessemer City	2.25	1.75
Mt. Olive	2.25	1.75	Rowland	2.25	1.75
Davidson	2.25	1.75	Fairmont	2.25	1.75
Black Mountain.....	2.25	1.75	Southport	2.25	1.75
Murphy	2.25	1.75	Cary	2.25	1.75
Cleveland	2.25	1.75	Grover	2.25	1.50
Wrightsville	2.50	2.00	Troutman	2.75	2.00
Maiden	2.25	1.75	Waco	2.25	1.50
Zebulon	2.25	1.75			

Beyond two miles, air line measurement, of the base rate area of the exchanges listed above, a mileage charge of 25c per mile, or fraction thereof, applies to each main station.

Rural multi-party line service is furnished only when the Company has space available on existing pole routes. All lateral routes and circuits thereon for connection with the Company's main line are to be furnished and maintained by the applicant. The Southern Bell Telephone & Telegraph Company will furnish the telephone instruments.

By order of the Commission:

R. O. SELF,

This 31st day of March, 1927.

Clerk.

Docket No. 6531.

IN RE PETITION OF THE RANDOLPH TELEPHONE COMPANY FOR THE ESTABLISHMENT OF TELEPHONE RATES FOR THE TOWN OF FRANKLINVILLE AND VICINITY.

ORDER

The Randolph Telephone Company has installed automatic telephone service in Ramseur and has two circuits to Franklinville, which should provide a much better service than previously furnished. There has been a great deal of controversy about the condition of telephone service at Franklinville for some time and we hope that the improvements installed will meet the demand; therefore, it is

ORDERED, That the petition be granted and that the Randolph Telephone Company be authorized to charge the following monthly rental rates on each telephone set in Franklinville and vicinity, to-wit:

Business telephones	\$2.00
Residence telephones.....	1.50

The provisions of this order are to become effective May 1, 1927.

By order of the Commission:

R. O. SELF,

This 20th day of April, 1927.

Clerk.

Docket No. 6544.

IN RE DUPLIN TELEPHONE COMPANY, OF WARSAW, NORTH CAROLINA, AND A. P. COOPER, INDIVIDUALLY AND AS MANAGER OF SAID COMPANY.

ORDER

You, and each of you, are hereby notified and enjoined under and by authority of law to show cause before the Corporation Commission of North

Carolina at this office in the City of Raleigh, in the State of North Carolina, on Friday, the third day of June, 1927, at 11:00 o'clock A. M., why telephone service should not be furnished in accordance with the rules of said Commission, and especially to one, Dr. ——— Newberry, of Warsaw.

Upon failure to show cause, as above stated, order will issue requiring such service; and for failure to comply therewith, penalties provided by statute will be imposed.

Copy of this order is hereby ordered to be mailed to the Duplin Telephone Company, A. P. Cooper, Manager of the Duplin Telephone Company, and to Dr. Newberry, all of Warsaw, North Carolina.

Of this notice, take due notice and fail not.

By order of the Commission:

R. O. SELF,

This 30th day of May, 1927.

Clerk.

Docket No. 6548.

IN RE APPLICATION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR AUTHORITY TO ESTABLISH AN EX- CHANGE RATE AT SEDGEFIELD, NORTH CAROLINA.

ORDER

Upon application of the above named petitioner authority is asked to establish a Telephone Exchange at Sedgefield, North Carolina, where there is now no exchange, and to establish rates for service on said proposed exchange.

ORDERED, That the Petitioner be and is hereby authorized to establish an exchange at Sedgefield, North Carolina, and charge for service thereon the following monthly rental rates:

A. Within the Base Rate Area, i. e., a radial distance of one mile from the Sedgefield control office, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business	\$4.50	\$4.00	.....
Residence	2.75	.....	2.25

B. Outside the area indicated in "A" and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business	\$4.50	\$4.00	.....
Residence	2.75	.....	2.25

RURAL MULTI-PARTY LINE SERVICE:

Rural multi-party line service shall be furnished, where the petitioner has pole lines, at the monthly rates given in the petitioner's local exchange, or provided the subscriber will, at his own expense, construct and maintain a circuit to a pole route of the petitioner.

Within two miles air line measurement of the Sedgefield, N. C., Base Rate Area, multi-party line service is furnished at the following monthly rates:

Business	\$2.75
Residence	2.25

Beyond two miles air line measurement of the Sedgefield Base Rate Area, a mileage charge of 25c per mile or fraction thereof applies to each main station.

By order of the Commission:

R. O. SELF,

This 10th day of June, 1927.

Clerk.

Docket No. 6556.

NORTH CAROLINA CORPORATION COMMISSION

IN RE PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR THE AUTHORIZATION OF SEASONAL EXCHANGE SERVICE RATES AT WAYNESVILLE, NORTH CAROLINA.

ORDER

This is a petition by the Southern Bell Telephone and Telegraph Company for the authorization of seasonal exchange service rates to be charged at its Waynesville, North Carolina, exchange; and, as no seasonable exchange service rates have heretofore been established; it is,

THEREFORE

ORDERED, That the Southern Bell Telephone and Telegraph Company is hereby authorized to charge the following rates effective from date of issue of this order:

SEASONAL SERVICE:

Service for the season period of six months or less is furnished at the following monthly rates:

A. Within Base Rate Area:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business	\$5.25	\$4.50	.....
Residence	3.37	3.00	2.62

B. Outside the area indicated in "A" and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business	\$5.25	\$4.50	.....
Residence	3.37	3.00	2.62

All exchange service charges are payable in advance for the full season period. The minimum charge is that for six months' service. Regular monthly rates as quoted in the local Exchange Tariff apply for service retained for any period in excess of the season period.

By order of the Commission:

R. O. SELF,

This 2nd day of July, 1927.

Clerk.

Docket No. 6562.

IN RE PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR THE AUTHORIZATION OF SEASONAL EXCHANGE SERVICE RATES AT HENDERSONVILLE, NORTH CAROLINA.

ORDER

This is a petition by the Southern Bell Telephone and Telegraph Company for the authorization of seasonable exchange service rates to be charged at its Hendersonville, North Carolina, exchange; and, as no seasonal exchange service rates have heretofore been established; it is, therefore

ORDERED, That the Southern Bell Telephone and Telegraph Company is hereby authorized to charge the following rates effective from date of issue of this order:

SEASONAL SERVICE:

Service for the season period of six months or less is furnished at the following monthly rates:

A. Within the Base Rate Area:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business	\$5.25	\$4.50	.....
Residence	3.37	2.62	2.25

B. Outside the area indicated in "A" and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business	\$5.25	\$4.50	.....
Residence	3.37	2.62	2.25

All exchange service charges are payable in advance for the full season period. The minimum charge is that for six months' service. Regular monthly rates as quoted in the local Exchange Tariff apply for service retained for any period in excess of the season period.

By order of the Commission:

This 24th day of August, 1927.

Docket No. 6581.

R. O. SELF,

Clerk.

IN RE PETITION OF THE HORTON TELEPHONE COMPANY FOR PERMISSION TO INCREASE TELEPHONE RATES IN THE TOWN OF MOUNT AIRY, NORTH CAROLINA.

ORDER

The petition of the Horton Telephone Company for permission to increase telephone rates in the Town of Mount Airy was presented to the Commission some time ago and was returned to the petitioner with advice that he take the matter up with the officials of the Town of Mount Airy for consideration and agreement, if possible. The petition is now returned to the Commission

with the endorsement of the Merchants Association and the Kiwanis Club and also the approval of the city officials of the Town of Mount Airy, as evidenced in a letter, dated August 20, 1927, signed by Mr. F. M. Poore, Secretary and Treasurer of said Town of Mount Airy.

The application for change in rates is based on the change from magneto to common battery service and general improvement in exchange service facilities.

The Commission has given consideration to the proposed rates and finds that they are not out of line with rates on similar exchanges located in other towns; therefore, it is

ORDERED, That the petition be granted and that the petitioner be authorized to charge as a monthly rental rate on its several classes of phones, effective September 1, 1927, the following rates, to-wit:

- \$4.00 per month for straight line business telephones.
- \$3.50 per month for two-party line business telephones.
- \$2.50 per month for straight line residence telephones.
- \$2.00 per month for two-party line residence telephones.
- \$1.75 per month for three, four, or more party line residence telephones.
- \$0.75 per month for each business extension telephone.
- \$0.50 per month for each residence extension telephone.

The trunk line rate shall not exceed twice the business rate.

By order of the Commission:

R. O. SELF,

This 29th day of August, 1927.

Clerk.

Docket No. 6583.

BEFORE THE NORTH CAROLINA CORPORATION COMMISSION

IN THE MATTER OF THE ACQUISITION BY SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY OF ALL OF THE PHYSICAL AND TANGIBLE TELEPHONE PROPERTIES OF THE WATAUGA TELEPHONE AND TELEGRAPH COMPANY LOCATED AT AND CONTIGUOUS TO THE CITY OF BOONE, NORTH CAROLINA.

ORDER

WHEREAS, application has been made to said Corporation Commission for its consent and approval of the sale of all of the physical and tangible telephone properties now owned and operated by the Watauga Telephone and Telegraph Company, located and situated in the County of Watauga, State of North Carolina, consisting of its telephone exchange at Boone, North Carolina, together with all telephone exchange lines connected therewith, including that exchange line extending from Boone to Vilas and Valle Crusis and beyond into the said County of Watauga, to the Southern Bell Telephone and Telegraph Company, and for the said Southern Bell Telephone and Telegraph Company to charge for its telephone service the schedule of rates and charges hereinafter set forth:

IT IS ORDERED, That said sale of the above described telephone property, owned and operated by said Watauga Telephone and Telegraph Company, be, and the same is hereby consented to and approved:

IT IS FURTHER ORDERED, That upon acquiring the legal title to the aforesaid property of the Watauga Telephone and Telegraph Company, the South-

ern Bell Telephone and Telegraph Company is hereby authorized, and shall have the right to charge for its exchange telephone service at Boone, North Carolina, the following schedule of rates, to-wit:

BOONE, NORTH CAROLINA

LOCAL EXCHANGE TARIFF REGULATIONS

1. Except as otherwise provided, the rates and regulations contained in the General Exchange Tariff on file with the North Carolina Corporation Commission are made a part of this Local Exchange Tariff.

2. The rates specified herein, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of a Boone Central Office.

RATES AND THEIR APPLICATION

A. Within the Base Rate Area, i. e., the corporate limits of Boone, as of November 1, 1927, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>
Business	\$3.00	\$2.50
Residence	2.00	1.50

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rate, apply together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>Rural Line</i>
Business	\$3.00	\$2.50	\$2.25
Residence	2.00	1.50	1.75

C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff. Where the General Exchange Tariff gives more than one schedule for the same class of service or equipment, the schedule which applies in this exchange is indicated in the following table:

<i>Class of Service</i>	<i>General Exchange Tariff</i>	
	<i>Section</i>	<i>Schedule</i>
Auxiliary Line (Inward)	15	2
Joint User	19	2
Farmers' Line, Class A	9	6
Farmers' Exchange, Class C	9	6

DONE AND ORDERED, By the North Carolina Corporation Commission in session at their office in the City of Raleigh, North Carolina, this 4th day of November, 1927.

R. O. SELF,
Clerk.

Docket No. 6608.

IN RE APPLICATION OF THE CHAPEL HILL TELEPHONE COMPANY
FOR PERMISSION TO INCREASE TELEPHONE RATES IN THE TOWN
OF CHAPEL HILL, N. C.

ORDER

The Board of Aldermen of the Town of Chapel Hill, after consideration of improvement of telephone facilities in the Town of Chapel Hill and after

considering the greater cost such improved service will be to subscribers, has selected the automatic type of telephone service. The telephone situation in Chapel Hill has been under consideration for some time and it appears that individuals, the town collectively, and the University, are not pleased with the present service and have been diligently seeking some relief. The applicant, the Chapel Hill Telephone Company, now is of the opinion that relief will be found in the automatic system, and it has been agreed that when the automatic system has been installed that the company shall have a substantial increase in rates; therefore, it is

ORDERED, That the Chapel Hill Telephone Company be, and is hereby, authorized to charge the following monthly rental rates for telephone service, effective when the system has been installed and is in use:

Business straight line.....	\$5.25
Business party line.....	3.75
Residence straight line.....	3.25
Residence party line.....	2.50
Extensions	1.00

By order of the Commission :
 This 28th day of November, 1927.
 Docket No. 6621.

R. O. SELF,
Clerk.

IN RE APPLICATION OF THE HICKORY TELEPHONE COMPANY FOR AN INCREASE IN RATES.

ORDER

This is a petition of the Hickory Telephone Company for an increase in telephone rates on its Hickory Exchange. This petition was filed on October 11, 1927, and was set for hearing, and heard on November 15, 1927, at 10 o'clock in the Commission's office at Raleigh, N. C. At the time of the hearing a telegram was received from the City Manager of Hickory requesting that action be deferred thereon, until the citizens of Hickory had an opportunity to be heard. The company presented its case and the Commission addressed a letter on November 16, 1927, to City Manager Yoder, advising that the Commission would be glad to hear any of the citizens of Hickory in regard to the matter before it; no reply has been received to this letter.

The financial status of the petitioner is not difficult to ascertain. At the time the application was made it had one thousand three hundred and nineteen (1,319) various classes of telephones and at the present rate, its gross monthly revenue was three thousand one hundred twenty-seven dollars and seventy-five cents (\$3,127.75) per month. The proposed rate would give it three thousand six hundred ninety-nine dollars and fifty cents (\$3,699.50), or an increase of five hundred seventy-one dollars and seventy-five cents (\$571.75) per month.

From the evidence presented it appears that the petitioner is earning on its investment about 4.6 per cent and from the present day demand of subscribers for standardized telephone service, it is evident that the petitioner cannot give satisfactory standardized service on this earning. Hickory is a town of considerable length, built up along the railroad and because of this fact it necessitates cables being run a great distance from its exchange and this

class of construction is the most expensive which the telephone companies have, therefore, it is

ORDERED, That the petition be granted, effective January 1, 1928, and the following classes of service on the Hickory Telephone Company's exchange shall be rendered at the following monthly rental rates:

Business Special.....	\$5.00
Two-party business.....	4.00
Four-party business.....	3.50
Residence Special.....	3.00
Two-party residence.....	2.25
Four-party residence.....	2.00
Business extension.....	1.50
Residence extension.....	1.00

By order of the Commission :
This 20th day of December, 1927.
Docket No. 6598.

R. O. SELF,
Clerk.

IN RE PETITION OF CAROLINA TELEPHONE AND TELEGRAPH COMPANY FOR INCREASE IN RATES OF SEVERAL EXCHANGES.

ORDER

The petitioner, the Carolina Telephone and Telegraph Company, asked for an increase in telephone rates in the towns of Norlina, Franklinton, Plymouth, Murfreesboro and Snow Hill because such exchanges have been recently changed from magneto to automatic.

The petition has attached thereto approvals from the town authorities of Norlina, Franklinton, Plymouth, Murfreesboro and Snow Hill approving a rate of \$4.00 per month for Business, Special Line; \$3.00 per month for Business, Duplex Line; \$2.75 per month for Residence, Special Line, and \$1.75 per month for Residence, Duplex Line.

Because of the size of these exchanges it is thought that \$4.00 per month straight single line business service is somewhat in excess of what the Commission has been accustomed to allowing for such exchanges. Because of the new construction and the standardized service of such construction the Commission finds nothing wrong with the remainder of the rate requested and approved by such city official; it is therefore

ORDERED, That the petition be granted and that the following monthly rental rates shall be charged within a mile base rate area of the exchanges at Norlina, Franklinton, Plymouth, Murfreesboro and Snow Hill, effective January 1, 1928:

Business, Special Line.....	\$3.50 per month
Business, Duplex Line.....	3.00 per month
Residence, Special Line.....	2.75 per month
Residence, Duplex Line.....	1.75 per month

By order of the Commission :
This 21st day of December, 1927.
Docket No. 6633.

R. O. SELF,
Clerk.

IN RE PETITION OF THE CAROLINA TELEPHONE & TELEGRAPH
COMPANY FOR AN INCREASE IN RATES IN THE TOWN OF WIND-
SOR, NORTH CAROLINA.

ORDER

This is a petition pursuant to the resolution passed by the municipal authorities of the town of Windsor authorizing a change in rates when the petitioner had installed an automatic telephone exchange in said town. That exchange has now been installed and so far as this office is advised is in operation.

The petitioner asks for a rate of \$4.00 per month for special business line, which was approved by the city authorities. The Commission is of the opinion that this is somewhat out of line of what similar exchanges charge; therefore, it is

ORDERED, That the petition be granted as hereinafter amended, and that the monthly exchange rental rate in the town of Windsor, North Carolina, effective January 1, 1928, shall be:

Business, Special Line	\$3.50 per month
Business, Two-Party Line.....	3.00 per month
Residence, Special Line.....	2.75 per month
Residence, Two-Party Line	1.75 per month

These rates shall be applicable to all subscribers within the base rate area of one mile from the central office exchange.

By order of the Commission:

R. O. SELF,

This 28th day of December, 1927.

Clerk.

Docket No. 6637.

IN RE PETITION OF THE MOCKSVILLE TELEPHONE COMPANY FOR
PERMISSION TO INCREASE RATES ON ITS MOCKSVILLE EX-
CHANGE.

ORDER

The petitioner, the Mocksville Telephone Company, makes application for permission to increase its special line, business telephone rates from \$3.00 to \$3.50 per month. Its rate for single line residence telephones at present is \$1.75; the petitioner asks that this rate be increased to \$2.00 for residence desk sets only; no increase is requested for residence wall sets. The petitioner's estimated investment is between eight and nine thousand dollars.

The town has a franchise tax of fifty cents per telephone irrespective of classification. The petitioner's requests are approved by the town officials.

Night service is given at this exchange, but after ten o'clock at night the operator is signalled through a gong system attached to the exchange.

It is doubtful whether or not the petitioner can keep up this telephone system in a standard manner even if the petition be granted; therefore, it is

ORDERED, That petition be granted, effective January 1, 1928. The petitioner is hereby authorized to charge on its Mocksville Exchange the following monthly rental rates:

Single line business telephones.....	\$3.50
Single line residence wall sets.....	1.75
Single line residence desk sets.....	2.00

The petitioner does not ask for duplex rate for the reason that the exchange is of the magneto type, but it is thought by the Commission that the duplex rate would very materially increase the number of subscribers especially in the suburbs.

By order of the Commission :
This 3rd day of January, 1928.
Docket No. 6632.

R. O. SELF,
Clerk.

IN RE PETITION OF THE CENTRAL CAROLINA TELEPHONE COMPANY AND THE CITY OF SILER CITY, NORTH CAROLINA, FOR AN INCREASE IN RATES ON THE SILER CITY TELEPHONE EXCHANGE.

ORDER

The City of Siler City, North Carolina, through its Mayor and Clerk, having petitioned the Corporation Commission on behalf of the Central Carolina Telephone Company for adequate telephone rates on the Central Carolina Telephone Company's Siler City exchange so as to permit the said telephone company to give the town twenty-four hour service, it is

ORDERED, That the Central Carolina Telephone Company is hereby authorized to charge the following monthly rental telephone rates on its Siler City exchange, effective February 1, 1928 :

Business Individual Line	\$3.50
Business 2-party Line.....	3.00
Business 4-party Line.....	2.50
Residence Individual Line.....	2.25
Residence 2-party Line	2.00
Residence 4-party Line	1.75

By order of the Commission :
This 31st day of January, 1928.
Docket No. 6646.

R. O. SELF,
Clerk.

IN RE PETITION OF B. L. FISHER, OWNER OF THE TELEPHONE EXCHANGE IN THE TOWN OF WALNUT COVE, N. C., FOR INCREASE IN RATES.

ORDER

Mr. B. L. Fisher, the owner of the telephone exchange in the town of Walnut Cove, has taken up with the officials of the said town the question of the installation of a magneto telephone exchange and desires that his rate schedules be adjusted, effective upon the completion of this work. The town is agreeable to the rates proposed and so advises the Commission through the Clerk and the Board of Aldermen of said town.

The rates asked for by the petitioner and approved by the town are not exorbitant and the change in the exchange to the magento system will greatly improve the service. It is, therefore,

ORDERED, That the petitioner is hereby authorized to charge the following monthly rental rates on the Walnut Cove exchange, effective upon the completion of the installation of the magneto telephone system :

Business private line wall set.....	\$3.25 per month
Residence private line wall set.....	2.25 per month

On lines to Danbury and other out-of-town lines the rates to be the same as above, but party line service.

All desk sets to take 25c per month additional.

Extension wall sets.....	\$0.75 per month
Extension desk sets.....	1.00 per month

All bills paid not later than the month in advance to have a rebate of 25c per month. No rebate on extension sets.

No installation fee to be charged on telephones while plant is being built. After completion of plant, installation fee \$3.50.

Fees for removing from one location to another, if in the same building \$1.50, if in another building \$3.50.

By order of the Commission:

R. O. SELF,

This 23rd day of February, 1928.

Clerk.

Docket No. 6648.

IN RE PETITION CITIZENS TELEPHONE COMPANY, BREVARD, N. C., FOR A SEASONAL TELEPHONE RATE.

ORDER

This is a petition of the Citizens Telephone Company of Brevard, N. C., to establish a seasonal rate. The town of Brevard and vicinity is a summer resort and, as several thousand people go into that community in the summer and spend from three to four months, it has been proposed to the Commission to grant seasonal rates wherever such conditions exist. Therefore, it is

ORDERED, That the petitioner is hereby authorized to charge the following monthly rental rates to seasonal subscribers who take a telephone for six months, or less, and do not become continuous subscribers at the end of the seasonal period:

Business Single Line.....	\$5.50
Business Party Line.....	4.50
Residence Single Line.....	4.00
Residence Party Line.....	3.50

Effective from date of issue.

By order of the Commission:

R. O. SELF,

This 23rd day of February, 1928.

Clerk.

Docket No. 6650.

IN RE APPLICATION OF THE CENTRAL CAROLINA TELEPHONE COMPANY FOR AUTHORITY TO ESTABLISH AN EXCHANGE RATE AT SNOW CAMP, N. C.

ORDER

Upon application of the above named petitioner authority is asked to establish a Telephone Exchange at Snow Camp, N. C., where there is now no exchange service, and to establish rates for service on said proposed exchange.

As indication of the need for telephone service at Snow Camp, the Commission is in receipt of a petition signed by citizens residing in Snow Camp and vicinity, in which they agree to subscribe for the number of telephones set opposite their names, to the number of 103; therefore, it is

ORDERED, That the petitioner be and is hereby authorized to establish an exchange at Snow Camp, North Carolina, and charge for service thereon the following monthly rental rates:

A. Within the Base Rate Area, i. e., one mile from the central office in Snow Camp, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>
Business	\$3.50	\$3.00
Residence	2.25	1.75

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff.

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>	<i>Rural Line</i>
Business	\$3.50	\$3.00	\$2.50	\$2.25
Residence	2.25	1.75	1.50	1.50
Farmers' Line (Subscribers to own and maintain line beyond base rate area and instruments)				\$4.50*

*The rate named for this class of service is for a maximum of six stations. Each station on the line in excess of six will pay 75c per month.
By order of the Commission: R. O. SELF,
This 12th day of March, 1928. Clerk.
Docket No. 6657.

IN RE PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR INCREASE IN RATES IN CONSIDERATION OF IMPROVEMENTS AT GROVER, N. C.

ORDER

Whereas, it appears to the North Carolina Corporation Commission that the citizens of Grover, North Carolina, as indicated by the following petition to the Southern Bell Telephone & Telegraph Company, now desire that Company to make certain improvements in its plant and to furnish continuous service, except that on Sunday the usual Sunday hours will be observed:

SOUTHERN BELL TEL. & TEL. CO.,
Gastonia, N. C.

We, the undersigned subscribers of the Southern Bell Telephone and Telegraph Company at the Grover, N. C., exchange, our signatures and names signed hereto, desiring better and more adequate telephone service, respectfully petition the Company as follows:

With the understanding that a substantial further investment on the part of the Southern Bell Tel. & Tel. Company is to be made in the extension and improvement of the Grover system and that continuous day service and increased Sunday hour service, together with all night service will be extended and given to all subscribers of the Grover, N. C., exchange in addition to the present service, provided the subscribers will pay an additional small monthly rate of 25c for residence service and 50c per month on business service.

We, said subscribers at Grover, N. C., exchange, herewith subscribe to the above conditions, and we agree to pay an increased monthly rental as set forth, on and after such improvements and additional service is rendered to us. Respectfully signed and submitted for your consideration; and we trust that the Company will carry out at an early date the aforesaid improvements for the betterment of the service at this town. Our signatures attached hereto for said service.

(Here follows the names of thirty-one persons.)

It is, therefore, ordered by this Commission that in consideration of the foregoing, the Southern Bell Telephone and Telegraph Company is authorized to charge the following rates for its Grover, North Carolina, exchange telephone service from the first of the month next succeeding the completion of improvements and the furnishing of continuous service as herein mentioned.

Business individual line.....	\$3.50
Business 2-party line.....	3.00
Business 4-party line.....	2.50
Residence individual line.....	2.25
Residence 2-party line.....	2.00
Residence 4-party line.....	1.75

By order of the Commission:

R. O. SELF,

This 13th day of June, 1928.

Clerk.

Docket No. 6693.

IN RE PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR THE ESTABLISHMENT OF RURAL MULTI-PARTY LINE SERVICE AT ITS NORTH CAROLINA EXCHANGES.

The petition of the Southern Bell Telephone and Telegraph Company is made for the establishment of Rural Multi-Party Line Service within two miles of the base rate area of its exchanges in North Carolina, as listed below, and inasmuch as there is a definite demand for it, it is

ORDERED, That the petitioner's request be granted and said petitioner is authorized to charge the following monthly rates for Rural Multi-Party Line Service:

Within two miles, air line measurement, of the base rate area of its exchanges in North Carolina, as listed below:

<i>Exchange</i>	<i>Business</i>	<i>Residence</i>	<i>Exchange</i>	<i>Business</i>	<i>Residence</i>
Asheville	\$3.75	\$2.50	Apex	\$2.25	\$1.75
Charlotte	3.75	2.50	Belmont	2.25	1.75
Greensboro	3.50	2.50	Bessemer City.....	2.25	1.75
Raleigh	3.50	2.50	Black Mountain....	2.25	1.75
Wilmington	3.50	2.50	Boone	2.25	1.75
Winston-Salem	3.50	2.50	Canton	2.25	1.75
Salisbury	3.50	2.50	Cary	2.25	1.75
Clyde	3.50	2.50	Caroleen	2.25	1.75
Arden	3.00	2.00	Cherryville	2.25	1.75
Burlington	3.00	2.00	Cleveland	2.25	1.75
Gastonia	3.00	2.00	Davidson	2.25	1.75
Goldsboro	3.00	2.00	Fairmont	2.25	1.75
Statesville	3.00	2.00	Forest City.....	2.25	1.75
Troutman	3.00	2.00	Gibson	2.25	1.75
Laurinburg	2.75	2.00	Kings Mountain....	2.25	1.75
Lenoir	2.75	2.00	Maiden	2.25	1.75
Hamlet	2.75	2.00	Mt. Holly.....	2.25	1.75
Hendersonville	2.75	2.00	Mt. Olive.....	2.25	1.75
Reidsville	2.75	2.00	Murphy	2.25	1.75
Rockingham	2.75	2.00	Newland	2.25	1.75
Shelby	2.75	2.00	Rowland	2.25	1.75
Taylorsville	2.75	2.00	Rutherfordton	2.25	1.75
Blowing Rock.....	2.50	2.00	Selma	2.25	1.75
Lincolnton	2.50	2.00	Spruce Pine.....	2.25	1.75
Lumberton	2.50	2.00	Southport	2.25	1.75
Morganton	2.50	2.00	Wendell	2.25	1.75
Newton	2.50	2.00	Zebulon	2.25	1.75
Stony Point.....	2.50	2.00	Grover	2.25	1.50
Waynesville	2.50	2.00	Waco	2.25	1.50
Wrightsville	2.50	2.00			

Beyond two miles, air line measurement, of the base rate area of the exchanges listed above, a mileage charge of 25c per mile, or fraction thereof, applies to each main station.

Rural Multi-Party line service is furnished only when the Company has space available on existing pole routes. All lateral routes and circuits thereon for connection with the Company's main line are to be furnished and maintained by the applicant. The Southern Bell Telephone and Telegraph Company will furnish the telephone instruments.

This order supersedes this Commission's orders of February 12, 1926, covering Statesville, Taylorsville, Troutman and Stony Point; April 1st, 1926, covering Gibson, Hamlet, Laurinburg and Rockingham, N. C.; May 21st, 1926, covering Canton, N. C.; July 21st, 1926, covering Charlotte, N. C.; and March 31st, 1927, covering forty-three exchanges in North Carolina.

By order of the Commission :
This 30th day of June, 1928.
Docket No. 6696.

R. O. SELF,
Clerk.

IN RE PETITION OF THE LEE TELEPHONE COMPANY FOR ESTABLISHMENT OF RATES FOR AUTOMATIC TELEPHONE SERVICE ON ITS STONEVILLE EXCHANGE.

ORDER

This petition was presented to the Commission by Mr. T. C. Stone, of Stoneville, on behalf of the Lee Telephone Company. The rate asked for, after the establishment of an automatic exchange, is an increase of twenty-five cents per month per telephone. The change from the manual to automatic will give the town day and night service and the receipts from the whole operation are not adequate to give it this service with the manual system; therefore, it it

ORDERED, That from and after the installation of the automatic equipment the Lee Telephone Company is hereby authorized to charge the following monthly rental rates:

Business, one-party line, wall sets.....	\$4.25
Business, two-party line, wall sets.....	3.25
Residence, one-party line, wall sets.....	2.75
Residence, two-party line, wall sets.....	2.25

All desk sets to take a rate of 25c more per month.

All bills paid not later than the 10th of the month in advance to take a rate of 25c less per month.

It is

FURTHER ORDERED, That the manager of said company shall notify the Commission of the effective date of these rates as per the above order.

By order of the Commission :
This 30th day of July, 1928.
Docket No. 6699.

R. O. SELF,
Clerk.

IN THE MATTER OF THE PETITION OF THE CAROLINA TELEPHONE
& TELEGRAPH COMPANY FOR A CHANGE IN EXCHANGE SERVICE
RATES AT ST. PAULS, NORTH CAROLINA.

ORDER

The Carolina Telephone & Telegraph Company makes application for an increase in telephone rates on its St. Pauls' Exchange, to be effective September 1, 1928, for the reason that it has installed, and will have completed by that time, automatic equipment of the most modern type. In consideration of this installation the Mayor and the Board of Aldermen entered into an agreement with the petitioner that upon the completion of such facilities they would join the petitioner in asking for, and endorsing, the following rates:

Business, Special Line.....	\$4.00 per month
Business, Duplex Line.....	3.00 per month
Residence, Special Line.....	2.25 per month
Residence, Duplex Line.....	1.75 per month

This new service will greatly enhance the value of the telephone convenience to its patrons, therefore, it is

ORDERED, that, effective September 1, 1928, the Carolina Telephone and Telegraph Company is, hereby, authorized to charge the monthly rental rates set out above within the base rate area of one mile from the central office. Beyond this area rates will be as heretofore prescribed for the said petitioner's several exchanges.

By order of the Commission:

This 30th day of August, 1928.

Docket No. 6712.

R. O. SELF,

Clerk.

CLAIMS AND COMPLAINTS

Southern Bell Telephone & Telegraph Company to the Commission. Rates for Belmont, Bessemer City, Caroleen, Cherryville, Forest City, Gastonia, Grover, Kings Mountain, Lincolnton, Maiden, Mt. Holly, Newton, Rutherfordton, Shelby and Waco, towns formerly served by the Piedmont Telephone and Telegraph Company, filed and approved.

Sadie Mason v. Southern Bell Telephone and Telegraph Company. Application for installation of telephone. Adjusted.

J. G. Hanes and E. W. Koontz v. Southern Bell Telephone and Telegraph Company. Complaint of telephone facilities. Adjusted.

B. F. Parker v. Pine Bluff Telephone Company. Complaint of toll rates. Dismissed.

Norfolk & Carolina Telephone Company to the Commission. Charge of \$1.00 for restoration of telephone service when service has been suspended for non-payment of charges. Approved.

Coleridge Telephone Company to the Commission. Application for permission to abandon service and liquidate. Granted.

F. D. Lewis & Sons v. Southern Bell Telephone and Telegraph Company. Application for installation of telephone. Telephone installed.

C. T. Leonard v. Southern Bell Telephone and Telegraph Company. Application for installation of telephone. Phone installed.

Weaverville Mercantile Company v. Weaverville Telephone Company. Complaint of service. Dismissed.

Southern Bell Telephone and Telegraph Company to the Commission. Complaint of service. Dismissed.

Southern Bell Telephone and Telegraph Company to the Commission. Petition for revision of rates for Wrightsville Local Exchange service and establishment of toll rates for service between Wilmington and Wrightsville. Petition withdrawn.

Columbia Produce Exchange et al v. Cahoon Telephone Company. Complaint of long distance service. Adjusted.

Mrs. Henry Paschall v. Southern Bell Telephone and Telegraph Company. Application for installation of telephone. Phone installed.

T. K. Bowles v. Southern Bell Telephone and Telegraph Company. Application for installation of telephone. Phone installed.

Western Carolina Telephone Company to the Commission. Rates for Bryson City, Franklin and Sylva Exchanges filed and approved.

Citizens Telephone Company v. Brevard Light and Power Company. Condition of power lines. Adjusted.

R. H. Everett v. Southern Bell Telephone & Telegraph Company. Complaint of delay in removal of phone. Adjusted.

Robinson R. Stabler v. Southern Bell Telephone and Telegraph Company. Application for telephone service. Phone installed.

L. Wooten v. Southern Bell Telephone and Telegraph Company. Complaint of increase in mileage rates. Adjusted.

C. O. Lowe v. Southern Bell Telephone & Telegraph Company. Application for installation of telephone. Application having been made some time ago and the Commission not hearing further from complainant Commission assumes the matter has been adjusted.

Lincoln L. Kellogg v. Southern Bell Telephone and Telegraph Company. Complaint of telephone service. Adjusted.

F. O. Chrysler v. Southern Bell Telephone & Telegraph Company. Application for installation of telephone. Phone installed.

Southern Oil Company of North Carolina v. Heins Telephone Company. Complaint of increase in rates. Adjusted.

L. S. Simmons v. Southern Bell Telephone and Telegraph Company. Complaint of charges. Adjusted.

L. Hilliard Gidney v. Southern Bell Telephone and Telegraph Company. Application for installation of telephone. Phone installed.

Dr. Wm. H. Drewry and others of Greenville v. Carolina Telephone and Telegraph Company. Complaint of telephone conditions in community of Grimesland. Adjusted.

Ansonville Telephone Exchange v. Southern Bell Telephone and Telegraph Company. Complaint of toll exchange agreement. Adjusted.

Co-operative Telephone Company vs. Carolina Power and Light Company. Complaint of wire crossings. Adjusted.

Seaboard v. Carolina Telephone & Telegraph Company. Installation of long distance service. It appearing that the establishment of a new exchange would require expenditure and the Commission being without authority to require such expenditure, case is dismissed.

Southern Bell Telephone and Telegraph Company to the Commission. Request for discontinuance of toll station at Midland. Granted.

Southern Bell Telephone and Telegraph Company to the Commission. Request for discontinuance of toll station at Rocky River Bridge. Granted.

George W. Craig v. Southern Bell Telephone and Telegraph Company. Application for installation of telephone. Adjusted.

Carl P. Parker v. Carolina Telephone and Telegraph Company. Application for installation of telephone. Phone installed.

Citizens of Leicester v. Leicester Telephone Company. Complaint of service. Adjusted.

W. W. Shumaker v. Southern Bell Telephone and Telegraph Company. Application for installation of telephone. Telephone installed.

H. C. Watkins v. Southern Bell Telephone and Telegraph Company. Application for installation of telephone. Phone installed.

Mrs. George L. Harrell v. Roanoke Chowan Telephone Company. Complaint of long distance service. The matter was taken up with the defendant company and as some time has elapsed without having further complaint the Commission presumes the matter has been satisfactorily adjusted.

E. C. Dickinson v. Southern Bell Telephone and Telegraph Company. Complaint of service, charges, etc. Adjusted.

J. Frank Houston v. Southern Bell Telephone and Telegraph Company. Complaint of service. Adjusted.

Southern Bell Telephone and Telegraph Company to the Commission. Application for discontinuance of toll station at Claremont. Granted.

Vass v. Southern Pines Telephone Company. Complaint of charges for tolls. Dismissed.

O. L. Williams v. Hyde County Telephone Company. Application for installation of telephone. After personal discussion with representative of defendant company it appearing that more money was being paid out a month than was being received and that it was absolutely impossible for defendant to invest more in company, case is dismissed.

J. C. Walker v. Southern Bell Telephone and Telegraph Company. Application for installation of telephone. Phone installed.

Alfred S. Barnard v. Southern Bell Telephone and Telegraph Company. Establishment of exchange at Arden. Adjusted.

Elon College v. Central Carolina Telephone Company. Complaint of charges for services. Adjusted.

Jas. C. Jones v. American Telephone and Telegraph Company. Application for installation of toll service at Rocky Point. It appearing to the Commission that the long distance pay station had been in service at Rocky Point

on several occasions during the past five or six years but the company having had trouble as to keeping some one in charge and for that reason said pay station was removed, the case is dismissed.

George W. Garland v. Southern Bell Telephone and Telegraph Company. Complaint of service. Adjusted.

Ellenboro Telephone Company to the Commission. In re contract with connecting companies. Adjusted.

H. D. Swisher v. Pender Telephone Company. Complaint of long distance service. Adjusted.

Dr. C. M. Cheadle v. Appalachian Telephone Company. Complaint of charge of additional 50 cents to monthly bill. Defendant company is advised that such charge should not be made. Case is dismissed.

Fisher Telephone Company to the Commission. Rates for the town of Madison, Mayodan and Stoneville filed and approved.

Southside Drug Company v. Southern Bell Telephone and Telegraph Company. Complaint of service. Adjusted.

Dixon Drug Company v. Southern Bell Telephone and Telegraph Company. Application for installation of telephone. Adjusted.

Virginia Ryan v. North State Telephone Company. Complaint of long distance service. Adjusted.

Monroe Telephone Company to the Commission. A charge of 50 cents additional rate for installation of hand phone sets. Approved.

Malloy Bros. and Balfour v. Parkton Telephone Company. Complaint of overcharge in rates. It appearing that the overcharge was for reverse messages and the conditions involved being without jurisdiction of the Commission, case is dismissed.

C. H. Heritage v. Southern Bell Telephone and Telegraph Company. Complaint of charge for restoration of service. Adjusted.

H. W. Holloway v. Southern Bell Telephone and Telegraph Company. Overcharge on telephone service. Adjusted.

CLAIMS HANDLED BY THE RATE DEPARTMENT OF THE NORTH CAROLINA CORPORATION COMMISSION FOR THE YEARS 1927 AND 1928.

Anderson-Clayton Company, W. S. Creighton T. M., Charlotte, N. C., refund of \$41.00 on account of movement of cotton from Statesville to Concord, N. C., transited at Charlotte. Paid.

B. F. D. Albritton & Co., Hookerton, N. C., overcharge on tobacco sticks from Vanceboro, N. C., to Hookerton, amount \$15.98. Paid.

B. F. D. Albritton & Co., Hookerton, N. C., overcharge on tobacco sticks from Vanceboro, N. C., to Hookerton, N. C., amount \$16.62. Paid.

Max Bane, Raleigh, N. C., alleged overcharge on old bags from Raleigh, N. C., to Norfolk, Va., amount \$4.45. Claim denied.

Bituminous Earth Road Corporation, J. R. Burch, T. M., Greensboro, N. C., overcharge on shipments of sand from Lilesville to Southport and Winnabow, N. C., rate of 56½ cents. Adjusted.

Borden Brick & Tile Co., Goldsboro, N. C., overcharge of \$55.16 against East Carolina Railway Co., on tile from Sanford to Maury, N. C. Paid.

W. H. Bowen, High Point, N. C., damage to sweet potatoes from Potters, N. C., to High Point, N. C., amount \$52.10. Paid.

E. W. Brawley, Mooresville, N. C., overcharge on shipments of fertilizer material from Wilmington to Mooresville, N. C., claim for \$86.24 against S. A. L. Railway. Paid.

M. T. Brickhouse, Columbia, N. C., claim against Norfolk Southern Railroad Company for delay to shipment of potatoes from Columbia, N. C., to G. B. Booker, Wilmington, Delaware, amount \$54.00. Paid.

M. C. Butler, Mgr., Butler Brothers, Dunn, N. C., complaint in regard to switching at Dunn, N. C. Adjusted.

Carr Lumber Company. Application of Southern Railway to make reparation of \$48.94 on two cars of rails moving from Pisgah Forest to Etowah, N. C. Paid.

Carnation Milk Products Company. Application of Atlantic Coast Line Railroad Co., to make reparation on shipments of condensed or evaporated milk, in cans, from Wilmington to Fayetteville, N. C. Application granted.

Carnation Milk Products Co. Application of Atlantic Coast Line R. R. Co., to make reparation on shipments of condensed or evaporated milk, in cans, from Wilmington to Goldsboro, N. C. Application granted.

Carnation Milk Products Co. Application of Atlantic Coast Line R. R. Co., to make reparation on shipments of condensed or evaporated milk, in cans, from Wilmington to Verona, N. C. Application granted.

Carnation Milk Products Co. Application of Atlantic Coast Line Railroad to make reparation on shipments of condensed or evaporated milk, in cans, from Wilmington to Laurinburg, N. C. Application granted.

Carolina Bagging Co., Henderson, N. C., overcharge of \$2.52 against S. A. L. Railway on cotton ties from Portsmouth, Va., to Ryes, N. C. Claim filed by Atlanta Freight Bureau. Paid.

Carolina Fireproofing Co., Charlotte, N. C., reconsigning charge of \$5.85 on car of brick shipped from Gulf to Elkin and forwarded from there to Winston-Salem, N. C. Denied.

Cherokee Brick Co., Raleigh, N. C., overcharge of \$22.54 on brick from Brickhaven, N. C., to Snow Hill, N. C. Paid.

A. L. Cuthrell, Fairfield, N. C., overcharge on two cars of oat straw from Fairfield, N. C., to Richmond, Va., amount \$48.26. Paid.

Erwin Cotton Mills, Erwin, N. C. Application of Durham & Southern Railway Co., to make reparation on shipments of textile machinery from Cherryville, N. C., to Erwin, N. C., amount \$16.10. Application granted.

Florida Fruit Distributors, W. S. Creighton, T. M., Charlotte, N. C., refund of \$20.00 assessed for furnishing refrigerator cars on shipments of potatoes from points on Norfolk Southern Railroad to Charlotte, N. C. Paid.

Gordon Lumber Company. Application of Clinchfield Railroad to make reparation of \$85.15 on lumber from Bowditch to Grovestone, N. C. Application granted.

J. M. Gregory & Co., A. S. Brown, T. M., reparation claim on contractor's outfit from Hendersonville to Rural Hall, N. C., amount \$39.60. Paid November 4, 1927.

Hoke Oil & Fertilizer Co., Raeford, N. C., overcharge of \$19.72 on car of cottonseed shipped from Bunnlevel to Wilson, N. C., and diverted at Lillington to Raeford, N. C. Claim denied.

The Interstate Amiesite Co., Wilmington, Delaware. Application of Southern Railway to make reparation of \$49.12 on shipment of crushed stone from Smyth, N. C., to Woodside, N. C. Application granted.

James G. Ireland, Bayboro, N. C., overcharge against Norfolk Southern Railroad on 187 barrels of potatoes from Bayboro, N. C., reconsigned to Potomac Yards, Va., and diverted to Pier 29, New York City. Amount \$13.46. Paid.

K. B. Johnson & Sons, Fuquay Springs, N. C., overcharge on petroleum from Wichita Falls, Texas, to Fuquay Springs. Paid April 25, 1927.

K. B. Johnson & Sons, Fuquay Springs, N. C., overcharge on petroleum from Wilmington, N. C., to Fuquay Springs, N. C., amount \$206.97. Paid May 23, 1927.

Kerr Bleaching & Finishing Works. Application of Southern Railway to make reparation of \$23.70 on cotton piece goods from Biltmore, N. C., to Concord, N. C. Application granted.

Marks Brothers, Broadway, N. C., overcharge of \$106.79 against S. A. L. Railway Co., on fertilizer material from Wilmington to Broadway, N. C. Paid.

Roger Moore's Sons Co., Wilmington, N. C., overcharge on seven cars of hollow building tile from Claybrick, N. C., to Bolivia, N. C., amount \$160.78. Ordered paid by Commission's order of April 4, 1928.

North Carolina Chapter, Associated General Contractors of America, V. P. Loftis, Executive Secretary, Charlotte, N. C., claims against Carolina and Northeastern Railway, amounts \$54.13, \$61.20, \$38.53 and \$9.64. Paid.

Ornamental Stone Co., W. S. Creighton, T. M., Charlotte, N. C., overcharge on stone shipments between points in North Carolina, amount \$455.71. Paid.

Pine Hall Brick & Pipe Co. Application of Norfolk & Western Railway Co., to make reparation claim of \$62.05 on five cars of common brick from Chisman, N. C., to Ceramic, N. C. Application granted.

Pomona Terra-Cotta Co., R. S. Cooper, I. T. M., Greensboro, N. C., overcharge on car of sewer pipe from Greensboro to Elm City, N. C. Paid.

Pomona Terra-Cotta Co., R. S. Cooper, I. T. M., Greensboro, N. C., overcharge on cars of sewer pipe from Greensboro to Rocky Mount and Tarboro, N. C. Paid.

Raleigh Iron Works, J. Chas. Phelps, T. M., overcharge on radiators shipped from Buffalo, N. Y., to Colerain, N. C., amount \$28.30. Paid.

G. G. Ray & Co., W. S. Creighton, T. M., alleged unreasonable charges on shipment of gravel from Lilesville, N. C., to Belmont Junction, N. C., amount \$100.62. Paid.

Southern Fruit Co., W. S. Creighton, T. M., Charlotte, N. C., refund on refrigeration of three cars of potatoes from Eastern North Carolina to Charlotte, N. C., amount \$15.00. Paid.

Southern Fruit Co., W. S. Creighton, T. M., Charlotte, N. C., overcharge on grapes from Charlotte by express to Spruce Pine, N. C., amount \$.36. Paid by American Railway Express Co.

C. C. Sparrow, Aurora, N. C., alleged overcharge of \$4.20 on potatoes from Grants, N. C., to Potomac Yards, Va., reconsigned to Baltimore, Md. Denied.

Emerson Thomas, M. E. Orphanage, Raleigh, N. C. Refund on unused portion of ticket from Rockingham to Raleigh, N. C., amount \$3.71. Paid.

Tucker & Laxton, W. S. Creighton, T. M., Charlotte, N. C., refund on basis of 50 cents per net ton on cinders from University to Durham, N. C. Amount \$117.81. Paid.

Union Provision Co., Raleigh, N. C., complaint of misrouting of eggs from Benson, N. C., to Raleigh. Adjusted.

H. M. Wade Mfg. Co., W. S. Creighton, T. M., Charlotte, N. C., overcharge on store fixtures from Charlotte, N. C., to Raleigh, N. C., amount \$96.63. Paid.

H. M. Wade Mfg. Co., W. S. Creighton, T. M., Charlotte, N. C., overcharge on store fixtures from Charlotte to Raleigh, N. C., amount \$48.75. Paid.

H. M. Wade Mfg. Co., W. S. Creighton, T. M., Charlotte, N. C., overcharge on store fixtures from Charlotte to Biltmore, N. C., amount \$27.50. Paid.

H. M. Wade Mfg. Co., W. S. Creighton, T. M., Charlotte, N. C., overcharge on store fixtures from Charlotte to Rocky Mount, N. C., amount \$56.50. Paid.

H. M. Wade Mfg. Co., W. S. Creighton, T. M., Charlotte, N. C., overcharge on store fixtures from Charlotte to Wilmington, N. C., claim denied.

H. M. Wade Mfg. Co., W. S. Creighton, T. M., Charlotte, N. C., overcharge on store fixtures from Charlotte to Wilmington, N. C., amount \$6.88. Claim declined.

H. M. Wade Mfg. Co., W. S. Creighton, T. M., Charlotte, N. C., overcharge on store fixtures from Charlotte to Greensboro, N. C., amount \$26.97. Paid.

Western Carolina Lumber & Timber Association, H. B. Kyles, T. M., application of Southern Ry. to make reparation of \$264.90 on rail from Ela, N. C., to Waynesville, N. C. Application granted.

Western Carolina Lumber & Timber Association, H. B. Kyles, T. M., application of Southern Ry. to make reparation of \$969.65 on rails from Pisgah Forest to Etowah, N. C. Application granted.

Western Carolina Lumber & Timber Association, H. B. Kyles, T. M., application of Clinchfield Railroad Co. to make reparation of 1 cent per 100 lbs., on lumber from Bowditch to Maiden, N. C. Application granted.

Western Carolina Lumber & Timber Association, H. B. Kyles, T. M. Application of Clinchfield Railroad Co. to make reparation on lumber from Bowditch to Grovestone, N. C., amount \$85.15. Application granted.

Western Carolina Lumber & Timber Association, H. B. Kyles, T. M. Application of Southern Ry. to make reparation on lumber from Sunburst to Waynesville, N. C., amount \$142.04. Application granted.

BUS COMPANIES

IN RE CANCELLATION OF FRANCHISE CERTIFICATE NUMBER 183, ISSUED TO J. W. BLEVINS, MOUNTAIN CITY, TENNESSEE, FOR THE OPERATION OF A PASSENGER BUS LINE BETWEEN WEST JEFFERSON, NORTH CAROLINA, AND THE NORTH CAROLINA-TENNESSEE STATE LINE, DESTINATION TRADE, TENNESSEE.

ORDER

Pursuant to certain notices to one J. W. Blevins that unless he showed cause on or before May 1, 1927, why his franchise certificate should not be cancelled for abandoning his bus line between West Jefferson and the North Carolina State Line, near Trade, Tenn., the Commission having under consideration such correspondence and no word or reply having been received from in regard thereto; it is,

ORDERED, That Franchise Certificate No. 183 is hereby cancelled.

By order of the Commission:

R. O. SELF,

This 1st day of May, 1927.

Clerk.

IN RE CANCELLATION OF LICENSE CERTIFICATE NO. 154, ISSUED TO W. B. BLADES, NEW BERN, NORTH CAROLINA, FOR PASSENGER BUS OPERATION BETWEEN BEAUFORT AND ATLANTIC VIA MARSHALBURG, DAVIS AND SEA LEVEL.

ORDER

License Certificate No. 154 was issued to W. B. Blades for passenger bus operation between Beaufort and Atlantic and the operation under this certificate has never been satisfactory. The manager of the line, Mr. Gunder-son, and Mr. Blades, appear not to have sufficient personal contact to operate the line intelligently and for the past six months the cars being operated on the line have not been the cars on which insurance was carried and which was on file in this office. Mr. Cates, of the Department of Revenue, has from time to time visited Mr. Blades with a view to getting the matter straightened out and secure the payment of taxes due to be paid on the operation. No tax has ever been paid to the State under this operation; therefore, it is

ORDERED, That, for the above reasons, License Certificate No. 154 is hereby cancelled and the two hundred dollar deposit originally made as a good faith guarantee for the payment of tax is hereby ordered to be applied on the amount of tax due to be paid.

By order of the Commission:

R. O. SELF,

This 9th day of May, 1927.

Clerk.

IN RE PETITION OF THE MOTOR TRANSPORTATION COMPANY OF THE SOUTH FOR AUTHORITY TO TRANSPORT PASSENGERS BY BUS BETWEEN RUTHERFORDTON, CHIMNEY ROCK, LAKE LURE, BAT CAVE AND INTERMEDIATE POINTS.

ORDER

The Motor Transportation Company of the South is a subsidiary corporation of the Seaboard Air Line Railway Company and the pending petition is made as a part of a comprehensive plan of furnishing through Pullman car

service between the resort sections of the east and west coasts of Florida and from Wilmington, North Carolina, to the resort sections in the western end of Rutherford County and the eastern end of Henderson County, or to Lake Lure, Chimney Rock and Bat Cave. It is proposed by the Seaboard Air Line Railway Company to operate three Pullman cars per week from Miami and Palm Beach, three Pullman cars per week from St. Petersburg and Tampa, Florida, and a daily Pullman car from Wilmington, North Carolina, to the terminus of the Seaboard's road at Rutherfordton, North Carolina, during the summer season and also furnishing dining car service on the trains which will handle these cars. In the inauguration of this service it is the expectation of the Seaboard Air Line Railway Company to develop a considerable summer tourist travel over its lines to the points mentioned; and in order to complete this service, it is the desire of the Seaboard Air Line Railway Company, through its subsidiary corporation, the Motor Transportation Company of the South, to operate a connecting service between the trains which handle these Pullman cars and the principal points in the resort section above-named. It is, also, the purpose of the Seaboard Air Line Railway Company to establish agencies in the resort section mentioned to sell through tickets and check baggage at those points for railroad destinations on its own lines or any other railway lines throughout the country.

The points which the petitioner proposes to reach with its subsidiary bus line constitute one of the most attractive resort sections in Western North Carolina and points at which immense sums of money have been spent in developing pleasure resort facilities within recent years. The greatest handicap to this section has been its lack of through transportation facilities for the convenient handling of long distance passengers. The service now proposed to be inaugurated will supply this convenient means of through travel and will, therefore, be of great benefit in the further development of this resort section and of great convenience to through passengers who may desire to reach this section over the Seaboard Air Line Railway. The proposed service will also be of great benefit to points on the Seaboard Air Line Railway intermediate between Charlotte and Rutherfordton in that it will furnish through the tourist season at least a Pullman service that has not been available over this line.

The granting of the petition is resisted by the Blue Ridge Trail Bus Line Company, operating a bus service between Charlotte and Asheville via Rutherfordton and the Hickory Nut Gap route. Aside from the more technical points of objection, it is urged by this respondent that it has ample facilities to handle the bus traffic between these points; or, that if its facilities are not adequate, it is able and willing to provide adequate facilities, and that the granting of the franchise to the Motor Transportation Company of the South would greatly impair, if not completely destroy, the value of the franchise of the Blue Ridge Trail Bus Line Company.

We are not persuaded that the granting of the franchise would in any way injure the Blue Ridge Trail Bus Line Company. The inauguration of this comprehensive scheme of through Pullman service will, if it succeeds, be the

means of attracting a great many visitors to the Chimney Rock section who do not now go there, and undoubtedly many of such visitors would utilize the service of the Blue Ridge Trail Bus Line Company in local trips over its lines, and we are persuaded that the petition should be granted with such limitations as will reasonably protect the interests of the Blue Ridge Trail Bus Line Company.

It is apparent that the petitioner desires a grant of franchise before July 1st, and that the respondents wish to delay action beyond July 1st because it is thought that under the new law governing operation of bus lines, which becomes effective on July 1st, the discretion of the Commission, with respect to granting franchises to operate over lines served by an operator, will be restricted by the terms of the new law. We are of the opinion that the franchise now under consideration could be granted under either the existing law or under the law which becomes effective July 1st upon finding that the applicant is in position to render a service of convenience to the public that cannot be rendered by the operator now on the line, as is true in this case. If this is not correct, we take this first opportunity to recommend that the new law should be amended. This law was enacted in part, at least, because it was approved and sponsored by the Corporation Commission. It was and is our desire to strengthen the position of bus operators so as to permit them to render the best service, and by the use of the best facilities which the patrons over a given line will justify. To this end we have given every encouragement to the consolidation of lines competing over a given route into a single unit of service, and have not in any case permitted competitive operations over a given route except in cases of a through service over a route of a more local character, and then under protective limitations for the benefit of the existing operator. But our view is that in all these matters the convenience of the public is the paramount consideration. The highways over which bus lines operate belong to the public and are built and maintained by the public for its own convenience and service. Operators of bus lines have no prescriptive property rights over the use of these highways, and they should have no property rights in the franchises granted by the public which in any way conflict with or become paramount to the public interest. There should reside in some public authority the broad discretion for an intelligent application of this principle; and if in our desire to strengthen the position of existing bus operators we are in part responsible for a limitation of this discretion in the new law, we desire to go on record as recommending that the next General Assembly broaden that discretion.

Upon consideration of the whole matter, it is

ORDERED, That franchise certificate be granted to the Motor Transportation Company of the South to operate bus lines for one trip in each direction, daily, between the passenger depot of the Seaboard Air Line Railway Company, near Rutherfordton, and Lake Lure, Chimney Rock and Bat Cave on schedule set out in its petition, which schedule will constitute a connecting service to and from the passenger trains of the Seaboard Air Line Railway which handle the Pullman cars for through passengers. So much of the

petition as seeks authority to handle passengers to, from, or between points intermediate between the passenger depot of the Seaboard Air Line Railway, near Rutherfordton, and Lake Lure, Chimney Rock and Bat Cave is denied.

By order of the Commission:

R. O. SELF,

This 29th day of June, 1927.

Clerk.

IN RE PETITION OF THE MOTOR TRANSPORTATION COMPANY OF THE SOUTH FOR AUTHORITY TO OPERATE PASSENGER BUSES BETWEEN RUTHERFORDTON AND WOODLAWN, NEWLAND, BLOWING ROCK AND BOONE.

ORDER

Petition of the Motor Transportation Company of the South has been filed with the Corporation Commission on this date, seeking authority to operate one round trip schedule per day of passenger busses between its passenger depot at Rutherfordton and Woodlawn, Newland, Blowing Rock and Boone.

The Motor Transportation Company of the South is a subsidiary of the Seaboard Air Line Railway Company, and it is its purpose, through the Motor Transportation Company of the South, to furnish through passenger facilities to and from above-named points, connecting with through Pullman service to be operated over its rail lines to Rutherfordton, North Carolina. The route over which it is proposed to operate these through bus lines would parallel local operations between Rutherfordton and Marion and between Marion and Woodlawn and in part a local operation between Johnson City, Tennessee, through Newland to Marion; but it is not proposed by the petitioner to handle local passengers between any points now served by existing bus operators. The petition states:

"Applicant does not seek to handle local passengers between points now covered by existing franchises, nor between points which parallel the Southern Railway. Applicant seeks primarily to operate in connection with passengers arriving at Rutherfordton on trains of Seaboard Air Line Railway to convey such passengers to their final destination when on the route above referred to, and similar traffic moving in the opposite direction."

It is also proposed to operate this through bus service seasonally each year between June 1st and October 1st in connection with train service on the Seaboard Air Line Railway Company to and from Rutherfordton, North Carolina.

Notice has been given the operators of bus lines operating a local service over parts of the proposed route. For reasons discussed in the order of this date, in the matter of the petition of the Motor Transportation Company of the South for authority to operate busses between Rutherfordton, North Carolina, and Lake Lure, Chimney Rock and Bat Cave, it is desired that an order should be entered with respect to this petition today. It is

ORDERED, That the petition be granted, subject to revocation after proper notice and hearing of parties operating local services between points on the proposed route and also subject to the limitation that passengers are to be handled over this route by the Motor Transportation Company of the South

only between its passenger depot, near Rutherfordton, North Carolina, and Woodlawn, Newland, Blowing Rock and Boone, North Carolina. Copy of this petition and order will be mailed to the operators who operate busses and local transportation over parts of this route; and, if such parties, or any of them, wish to be heard, such hearing will be given at the office of the Commission in Raleigh on Friday, July 8, 1927, at ten o'clock A. M.

By order of the Commission:
This 30th day of June, 1927.

R. O. SELF,
Clerk.

IN RE CANCELLATION OF THAT PART OF FRANCHISE CERTIFICATE NO. 147 RELATING TO BUS OPERATION BETWEEN SMITHFIELD AND DUNN, NORTH CAROLINA.

ORDER

The Commission having under consideration the question of roads over which franchises have been granted under the bus law and the franchises have been forfeited because of failure to operate; and the Carolina Coach Company having been advised that failure to operate thereon would automatically cancel its authority under the 1927 Act, provided it did not put a passenger operation on between the towns of Smithfield and Dunn, North Carolina, and no reply having been received from said company except that orally transmitted by Mr. H. H. Patterson, vice-president of the Carolina Coach Company, that part of Franchise Certificate No. 147 which granted to the Carolina Coach Company a franchise over the route in question is hereby cancelled.

By order of the Commission:
This 1st day of September, 1927.

R. O. SELF,
Clerk.

IN RE CERTAIN CITIZENS OF JACKSON COUNTY V. TUCKASEEGEE BUS LINE.

ORDER

Because of continued complaint on the part of several citizens of Jackson County against the operation of the Tuckaseegee Bus Line, and more particularly against certain practices of the owners of said line, the complaint was set down for hearing on July 15, 1927, in the Court House in Sylva, North Carolina, and the hearing was held by the Director of Motor Vehicle Transportation, sitting as examiner for the Commission. The evidence taken at the hearing is evidenced by notes taken by the examiner and now on file with the records in this office. After the hearing, briefs were filed by the attorneys for the parties at interest and an examination of these briefs indicates that the references to the evidence therein are substantially correct.

In addition to charges of misconduct on the part of operators and drivers, the principal complaint was against the operation of the bus line's busses between East LaPort and Rich Mountain by Caney Fork. Evidence was offered tending to show that the respondents' operation did not meet convenience and necessity, and considerable evidence was offered to the effect that miscellaneous taxi service would best serve that community.

The foregoing is the substance, in brief, of the evidence against the Tuckaseegee Bus Line. There was evidence of a great many people riding on these cars between the two points named above, which showed that the people who traveled in that vicinity were using the line considerably. It further appears that if the established line were cancelled, in order to give this service or a satisfactory service the jitneys or "for hire" cars would of necessity have to operate on somewhat the same or similar schedules, which, in turn, would make them liable under the bus act and would require a franchise certificate under that law or they would technically violate the letter of the law.

As to the charges of personal conduct of persons owning the property right in the operation, no evidence was offered of such recent violations, except in the case of Earl Wood, who was arrested by a policeman and found to have a small quantity of whisky in a pint bottle in his pocket. There was no evidence of possession for sale, or otherwise, except for personal use. There was no evidence that he was under the influence of it and the case had not been tried in the Recorder's Court at the time this hearing was held. He was not on a bus at the time he was arrested and there was no evidence that he was even driving a bus that day, the day before, or the day after. The charges of personal conduct against other parties who had from time to time driven for the owners of this line, or were at that time driving for them, was of such nature that it could not be held against the Tuckaseegee Bus Line.

On all other operations within the State where charges have been made against inadequate service, the matter has been remedied by requiring additional or better service. Since the inception of the bus law many operators being inexperienced have had to be taught what kind of service the public needed and both the quantity and quality of service has, of necessity, had to be governed to some extent by the revenue from the operation. The information obtained at the hearing is of such nature that it puts the Commission on notice that there is room for improvement, and this will be required when it is practicable to do so; therefore, it is

ORDERED, That the case be dismissed.

By order of the Commission:

This 1st day of October, 1927.

R. O. SELF,
Clerk.

IN RE PETITION OF SEASHORE TRANSPORTATION COMPANY AND
CARTERET TRANSIT COMPANY TO OPERATE BUS SERVICE BE-
TWEEN BEAUFORT AND MOREHEAD CITY OVER THE BRIDGE
WHICH FORMS A PART OF HIGHWAY ROUTE NUMBER 101.

ORDER

Petition in this matter was originally made by the Seashore Transportation Company in 1925, when the question of building the bridge between the towns of Beaufort and Morehead City was first proposed. At that time the Seashore Transportation Company was advised that it could so operate and in order to protect this operating right it operated from near Havelock over Highway No. 10 to Beaufort for several months until that road became so bad that it could not be traveled with satisfaction and operation was discontinued. In the meantime, the bus act was amended to provide that where an operator failed to operate over a given line for a period of thirty days that he auto-

matically lost the right to operate. During the summer of 1927, when the bridge was nearing completion, the application of this company was renewed to extend its operation from Morehead City to Beaufort. About this same time the Carteret Transit Company, which operates a bus line between Atlantic and Beaufort, made application to extend its operation from Beaufort to Morehead City.

Hearing was set and held on November 17, 1927, and the hearing was attended by a great many interested citizens from Beaufort and also representatives of several organizations, such as the chamber of commerce, and also by members of the Highway Commission of Beaufort County. All witnesses and petitioners from Beaufort were very decided in their views regarding the necessity for the Seashore Transportation Company's extending its schedules now being operated between Goldsboro and Morehead City to Beaufort. There was no evidence offered which would lead the Commission to believe that the operation of the Carteret Transit Company from Atlantic through Beaufort to Morehead City would operate disadvantageously to any interest. The distance between the towns in question, Morehead City and Beaufort, is something like two miles and the additional revenue to either carrier would not amount to a great deal from the standpoint of money, but the extension of both lines across the bridge will probably enhance the convenience of the bus traffic to the traveling public very greatly, as people in Morehead City and Beaufort are largely transients desiring to go to Atlantic and points up the coast and passengers in Beaufort desire to come east to New Bern, Kinston and Goldsboro. Therefore, it is

ORDERED, That the Seashore Transportation Company is hereby granted authority to extend such schedules as it now operates between Goldsboro and Morehead City across the bridge to Beaufort and the Carteret Transit Company is hereby authorized to extend such schedules as it now operates between Atlantic and Beaufort to Morehead City. No additional service shall be operated by either carrier between Beaufort and Morehead City, except that hereinbefore specified, until application has been made to and approved by the Commission. This order shall be effective from date of issuance.

By order of the Commission:

R. O. SELF,

This 6th day of December, 1927.

Clerk.

IN RE APPLICATION OF J. MARION WASHAM, MOORESVILLE,
NORTH CAROLINA, FOR PERMISSION TO OPERATE A BUS LINE
BETWEEN KANNAPOLIS AND CONCORD.

ORDER

The petitioner, Marion Washam, has for a number of years operated a bus line between Mooresville, North Carolina, and Kannapolis, North Carolina, over a county road. During the summer of 1925, when the several operations on Highway No. 15 between Concord and Kannapolis were being adjusted, the Commission in a temporary order provided that the White Bus Line could operate a thirty-minute schedule between Kannapolis and Concord. Not being satisfied with this order, the White Bus Line did not avail itself thereof and when the permanent order regulating traffic on that highway was made, the temporary schedule granted to the White Bus Line were permanently discontinued. During the interim of the effectiveness of the tem-

porary order, Mr. Washam was told orally by the Director of Motor Vehicle Transportation that inasmuch as he had previously connected with the White Bus Line's thirty-minute schedules between Kannapolis and Concord that he could carry his passengers picked up between Mooresville and Kannapolis to Concord, but he was given no permission to transport passengers picked up in Kannapolis to Concord or from Concord to Kannapolis or at intermediate points. This arrangement was continued for awhile until the purchase of all the operations over Route 15 by the present operator, the Southern Coach Company, when objection was made to Mr. Washam's operation between the two towns. Mr. Washam was asked to discontinue this temporary operation on several occasions but he continued it until after being brought into court with a number of jitney operators on the same line when he ceased operating pending the hearing referred to in this order. He then made application to operate over this line, filing application for franchise, and hearing was set and held on November 17, 1927, and a number of witnesses from Mooresville were presented in his behalf.

There is only one question to be considered in connection with this application; that is, whether or not the additional service between Kannapolis and Concord is necessary. Inasmuch as the present operator is operating an hourly schedule between the two towns regularly and a fifteen-minute schedule on Saturdays and other rush days, the Commission is unable to see where additional operation could possibly pay. Under the statute, if the Commission were to determine that additional service is necessary, it would first have to give the present operator between the two towns an opportunity to put on the additional service found necessary; therefore, it is

ORDERED, That the petition be dismissed.

By order of the Commission:

This 6th day of December, 1927.

R. O. SELF,

Clerk.

IN RE PASSENGER LIABILITY AND PROPERTY DAMAGE INSURANCE ENDORSEMENT.

ORDER

The Commission having under consideration Section 6, Chapter 136, Public Laws of 1927, known as the insurance section of the bus law, it is

ORDERED, That the following prescribed endorsement shall be made a part of all public liability and property damage insurance policies filed by motor vehicle operators holding franchise certificates under Chapter 136, Public Laws of 1927:

No condition, provision, stipulation, or limitation contained in the policy to which this endorsement is attached or any endorsement thereon, nor the violation of any of the same by the assured shall affect in any way the right of any person injured in his person or property by reason of an act of negligence arising from the operation by the assured of any motor vehicle insured hereunder, nor relieve the company from liability for the payment to such person of any judgment to the extent and in the amount set forth in the policy; but the assured hereby agrees to reimburse the company for any and all sums of money including loss, costs, expenses, and disbursements of every kind which it may pay as a result, direct or indirect, of the violation or breach of any of the conditions, provisions, stipulations, or limitations in the policy.

The liability of the company for damage to property is hereby extended to include damage to baggage in the custody of the assured and loss of baggage when checked by the assured; Provided, however, that the company's liability under this paragraph is limited to fifty (\$50.00) dollars for each piece of baggage.

The insurance granted under this policy is hereby extended to cover any motor vehicle operated by the assured for the transportation of passengers for compensation upon the route, or routes, designated in the franchise certificate issued by the Corporation Commission of North Carolina, whether such motor vehicle be specifically named, numbered, or designated, in the policy or not and/or any motor vehicle specifically named, numbered, or otherwise designated or described sufficiently for identification, operated by the assured while actually engaged in the transportation of passengers for compensation upon any of the public highways of the State of North Carolina.

The insolvency, or bankruptcy, of the assured shall not release the company from the payment of such damages hereunder as would have been payable but for such insolvency, or bankruptcy; and the prepayment of any judgment that may be recovered against the assured upon any claim covered by this policy is not a condition precedent to any right of action against the company upon this policy, but the company is bound to the extent of its liability under the policy to pay and satisfy such judgment and an action may be maintained upon such judgment by the injured person, or his or her heirs or personal representatives, as the case may be, to enforce liability of the company as in this policy set forth and limited.

The policy to which this endorsement is attached shall not be cancelled until after ten days' notice in writing, by the company, shall have first been given to the Corporation Commission of North Carolina at its office in Raleigh, North Carolina, the said ten days' notice to commence to run from the date of receipt of notice by the Commission.

The foregoing endorsement shall be filed with, attached to, and made a part of all new insurance policies filed under the said chapter on and after January 1, 1928. It is further

ORDERED, That all insurance policies now on file with the North Carolina Corporation Commission in pursuance to Chapter 50, Public Laws of 1925, and Chapter 136, Public Laws of 1927, shall automatically expire on January 31, 1928, unless the foregoing endorsement, bearing date of February 1, 1928, is attached thereto and made a part thereof.

By order of the Commission:

This 6th day of December, 1927.

R. O. SELF,

Clerk.

IN RE RULES AND REGULATIONS ISSUED UNDER CHAPTER 136, PUBLIC LAWS OF 1927.

ORDER

Under and by virtue of the provisions of Chapter 136, Public Laws of 1927, entitled: "An Act to Repeal, Amend, and Re-enact Chapter 50, Public Laws of 1925, Known as 'The Bus Law,'" and in the exercise of the powers conferred upon the Corporation Commission therein, it is

ORDERED, That the following rules and regulations governing the supervision, control, and operation of motor vehicle carriers transporting passengers, or property, or both, for compensation over the public highways of the State, as defined in the said Chapter 136, Public Laws of 1927, be, and the same are hereby, adopted and promulgated, effective from and after 12:01 o'clock A. M., January 1, 1928.

Rule 1. Definitions. In all matters relating to the administration of these rules, whenever and wherever the terms defined in Section 1 of Chapter 136, Public Laws of 1927, are used in these rules and regulations, they shall be construed and defined in accordance with the definitions in the said section of said chapter, unless the definitions given therein are inconsistent with the text hereof.

Rule 2. Necessity for Franchise Certificate. Except as otherwise provided in Section 2 of the Act, no motor vehicle shall be operated for the transportation of persons or property for compensation over the public highways of this State between cities, or between towns, or between cities and towns, until the owner shall have first applied for and received a franchise certificate from the Commission authorizing such operation.

Rule 3. To Whom Applicable. Except as otherwise provided in Section 2, Chapter 136, Public Laws of 1927, all carriers operating motor vehicles, or motor vehicles with trailers, for the transportation of persons or property for compensation over the public highways in this State between cities, or between towns, or between cities and towns, are hereby declared to be subject to the aforesaid Chapter 136, Public Laws of 1927. Where the corporate limits of two or more cities join, they shall be considered as one for purposes of administering the Act.

Rule 4. Classification of Motor Vehicle Carriers. Motor vehicle carriers operating under the Act shall be classified as PASSENGER CARRIERS and PROPERTY CARRIERS.

Rule 5. Application for Franchise Certificate. Every corporation or person, their lessees, trustees, or receivers, before operating any motor vehicle upon the public highways of the State for the transportation of persons or property for compensation, within the purview of the Act, shall apply for a franchise certificate so to do, in the following manner:

(a) Application shall be made to the Commission on forms furnished by the Commission.

(b) All information requested on said application forms shall be given in full and all questions thereon shall be answered truthfully.

(c) There shall be attached to each application one each of the applicant's proposed fares, time schedules, and equipment specifications on blanks furnished by the Commission for that purpose.

Passenger tariffs must contain:

(1) Rules and regulations, if any, which govern the tariff in clear and explicit terms.

(2) All tariffs must contain a rule with reference to rates applicable to intermediate points not specifically named in such tariff. This rule must read substantially, as follows: "Rates from or to intermediate points not named herein shall be the proper proportion of the rates from or to the next more distant point named." (See Rule 19.)

(3) Full explanation of reference marks and technical abbreviations used in the tariff.

(4) Adult fares, definitely and specifically stated, in cents, or in dollars and cents, per passenger; children's fares, baggage rules, together with the names of the stations or stopping places from and to which the fares apply, arranged in a simple and systematic manner.

(5) Commutation rates by tickets or otherwise.

Freight tariffs must contain:

(1) Rules and regulations which govern the tariff, in clear and explicit terms, setting forth all privileges and services covered by the rates, such as: free storage and store-door receipt and delivery.

(2) Alphabetically arranged and complete index to all commodities upon which special commodity rates are named. If all of the rates to each destination in the tariff are arranged alphabetically by commodities, or if not more than twenty-five commodities are carried in the tariff, no index need be shown.

(3) Where tariffs name class rates, a classification must be adopted and published. Such classification shall contain all articles or commodities arranged alphabetically, showing opposite each the class to which such article or commodity belongs. If such classification be carried in a separate publication from the tariffs, references must be made to this classification on the title page of the tariff immediately above the date issued and the effective date.

(4) Alphabetically arranged and complete index to points from and to which the tariff applies. If not more than twenty-five points are carried in the tariff, no index need be shown.

(5) Full explanation of reference marks and technical abbreviations used in the tariff.

(6) All rates must be stated explicitly in cents, or dollars and cents, per one hundred pounds, or per ton of two thousand pounds, or per standard package or unit, together with the names of the places from and to which they apply, arranged in a simple and systematic manner.

(7) If desired, carriers may use a mileage table or distance table for basis of rates where specific rates are not shown, this generally to cover movement by carriers operating special trips and full truck loads without stop between origin and destination.

Time schedules shall show:

(1) The time of arrival at and departure from all termini.

(2) The time of departure from intermediate points between termini.

(3) The distance in miles between all points shown in the schedule.

(4) Time schedule shall show what points, if any, on route of carrier to which service cannot be rendered and reasons therefor. (This applies particularly to special, through busses.)

Equipment descriptions must contain:

(1) Make of vehicle.

(2) Model and year.

(3) Factory number.

(4) Motor number.

(5) Weight empty.

(6) Width.

(7) Carrying capacity; seats, if passenger carrying vehicles; tonnage, if freight carrier (truck).

(8) Kind of tires, solid or pneumatic.

(d) Any other exhibit or special information which the commission may request.

Rule 6. Hearings. Upon receipt of an application for a franchise certificate to operate a passenger service, if the proposed route be over a highway already being served by one or more passenger carriers, time and place shall be set for hearing. If the application be for an express or freight service, the Commission may, in its discretion, fix a time and place for hearing.

Rule 7. Publication of Notice of Application. When the time and place for hearing on an application shall have been fixed, the applicant shall, at least ten days prior to the hearing, cause to be published in a newspaper of general circulation in the territory proposed to be served a notice reciting the fact of the filing of application together with a statement of the time and place for hearing, and shall file affidavit of publication with the commission on or before the date of hearing.

Rule 8. Application Null and Void after Sixty Days. When action upon an application has been deferred upon request of applicant for sixty days after date of filing, the application shall become null and void and no action will be taken thereon.

Rule 9. Organization. Franchise certificates shall not be issued to two or more persons not incorporated until such persons have consummated a partnership agreement, to run for a period of three years, and until they have registered same in each county in which they propose to operate. This must be evidenced by filing with the Commission a copy of the agreement bearing certificate of registration. Where the Commission is of the opinion that any given operation can be conducted more advantageously by incorporation, such action will be required. This rule shall apply to renewals of franchise certificates as well as to new applications.

Rule 10. Granting of Applicants. Applications may be granted tentatively pending purchase of equipment and filing of equipment specifications and insurance, but franchise certificates shall not be issued until such equipment specifications and acceptable insurance have been filed.

Rule 11. Sale, Purchase or Other Disposition of Franchise Certificate. Franchise certificates may not be assigned, or transferred, or pledged, or hypothecated in any way nor the operation under any such certificate leased without the written consent of the Commission. Before such transfers or leases will be granted, all franchise tax due to be paid on the gross revenue receipts of such operation and all bus station rents shall have been paid in full by the assignor, or lessor, and the assignee, or lessee, shall comply fully with the law and regulations required of applicants in Rule 5.

Rule 12. Insurance. Each motor vehicle carrier, included in the classifications in Rule 4, shall file with the Commission, subject to the provisions and conditions of the Act, an acceptable liability and property damage insurance policy, in a company authorized to do business in this State, covering each motor vehicle used, or to be used, by the carrier in the following amounts:

PASSENGER CARRYING VEHICLES

Twelve Passenger Capacity and Under.—Five thousand (\$5,000) dollars for injury or death to one person, and subject to a limit of ten thousand (\$10,000) dollars for injury to, or death of, more than one person in any one accident, and one thousand (\$1,000) dollars for damage to property of persons other than the assured.

Thirteen to Twenty-one Passenger Capacity.—Five thousand (\$5,000) dollars for injury or death to one person, and subject to a limit of fifteen thousand (\$15,000) dollars for injury to, or death of, more than one person in any one accident, and one thousand (\$1,000) dollars for damage to property of persons other than the assured.

Over Twenty-one Passenger Capacity.—Five thousand (\$5,000) dollars for injury or death to one person, and subject to a limit of twenty thousand (\$20,000) dollars for injury to, or death of, more than one person in any one accident, and one thousand (\$1,000) dollars for damage to property of persons other than the assured.

All Passenger Vehicles.—Fifty (\$50.00) dollars for the damage to or the loss of any one piece of baggage in the custody of the assured when checked by the assured.

PROPERTY CARRYING VEHICLES

Any Vehicle.—Two thousand five hundred (\$2,500) dollars for injury or death to one person, and subject to a limit of five thousand (\$5,000) dollars for injury to, or death of, more than one person in any one accident, and one thousand (\$1,000) dollars for damage to property of persons other than the assured.

Cargo Insurance.—(Not compulsory, except when specifically required.) Five hundred (\$500) dollars for damage to or the loss of any one cargo shipment, or part thereof, accepted and receipted for by the assured and in the custody of the assured.

Rule 13. Bonds in Lieu of Insurance. If in lieu of the above liability and property damage and cargo insurance the applicant or carrier elect, he may deposit with the Commission, subject to the provisions and conditions of the Act, acceptable bond, or bonds, of the United States Government, the State of North Carolina issued since 1900, or file an acceptable bond in a surety company qualified under the laws of this State and the rules herein to do business in this State, for each motor vehicle used, or to be used, by such carrier in the following amounts:

PASSENGER CARRYING VEHICLES

Seven Passenger Vehicles and Under.—Ten thousand (\$10,000) dollars each;

Eight to Twelve Passenger Vehicles (Inclusive).—Fifteen thousand (\$15,000) dollars each;

Thirteen to Twenty-one Passenger Vehicles (Inclusive).—Twenty thousand (\$20,000) dollars each;

Over Twenty-one Passengers.—Twenty-five thousand (\$25,000) dollars each.

PROPERTY CARRYING VEHICLES

Ten thousand (\$10,000) dollars each; one thousand (\$1,000) dollars cargo.

Rule 14. Cancellation of Insurance Policies and Surety Bonds. All insurance policies or surety bonds filed with the Commission under Section 6 of the Act shall be so written that they shall continue in full force and effect and shall not be cancelled until after ten days' written notice served on the Commission the said ten days' notice to commence to run from the date notice is actually received by the Commission.

Rule 15. Insurance Policies to Become Public Documents. Insurance policies when filed with and accepted by the Commission shall become public documents and, after cancellation, shall be retained in the files of the Commission for a period of not less than two years or such longer time as the Commission may deem necessary for the protection of the insured. Within ten days after receipt of notice required under Rule 14, the Commission shall mark such policies cancelled and shall issue a certificate to the insurer evidencing such cancellation. A copy of this certificate shall be attached to the cancelled policy as further evidence of such cancellation and of notice to the insurer. Acceptance of all insurance policies under the Act shall be subject to the conditions in this rule.

(NOTE: Forms for passenger insurance endorsement required and forms for indemnity bond are printed in the back of this pamphlet.)

Rule 16. Fares, Charges, and Free Transportation. Motor vehicle carriers shall not charge, demand, collect, or receive a greater, or less, or different, compensation for the transportation of persons or property, or for any service in connection therewith, than the rates, fares, and charges applicable to such carrier as specified in its tariffs filed with and approved by the Commission and in effect at the time; nor shall any carrier refund or remit in any manner or by an device any portion of the rates, fares, or charges so specified, or extend to any person, firm, co-partnership, or corporation, or other organization, or association, privileges or facilities in the transportation of persons or property except such as are regularly and uniformly extended to all.

For the transportation of children under twelve years of age and over five years of age the fare shall not exceed one-half the adult fare; for children under five years of age accompanied by a passenger paying full fare, no charge shall be made.

Rule 17. Free Transportation, Passes, Etc. Motor vehicle carriers shall not, directly or indirectly, issue, give, tender, or honor, free fares except to its bona fide officers, agents, employees and members of their immediate families, the Commission, and such persons as the Commission may designate for the inspection of equipment and supervision of traffic upon the highways of the State; Provided, that motor carriers under the Act may exchange free transportation within the limits of this rule. Circulars may be issued from time to time with further reference to this subject.

Rule 18. Commission or Other Compensation on Ticket Sales. Motor vehicle carriers shall only pay commissions or other compensation for the sale of tickets or fares to corporations or persons, their lessees, trustees, or receivers, when contracts or agreements between the parties, in writing, have previously been filed with and approved by this Commission.

Rule 19. Long and Short Haul, Fares and Rates. With the exception of the minimum twenty-five cent charge, motor vehicle carriers and drivers shall not charge or receive any proportionately greater compensation for transportation of persons, or of like kind of property, for a shorter than for a longer distance over the same line in the same direction, the shorter being included within the longer distance on the same schedule, or charge any greater compensation as a through rate than the aggregate of the intermediate rates. Upon application of a carrier, the Commission may give authority to charge less for a longer than for a shorter distance for the transportation of persons or property in special cases after investigation by the Commission, but such permission shall specifically prescribe the extent to which such carrier making such application shall be relieved from the operation of this rule. Such rates carried in the tariff of a carrier shall have attached thereto a copy of the Commission's authority and bear specific reference thereto. (Under this rule it will be necessary for each carrier to determine his average mileage rate between his extreme termini over each route and then apply the same mileage proportion between the intermediate points; provided, that where the amount of the fare at the determined mileage rate between any two points totals any figure between two multiples of five, the rate shall be the multiple

of five which is nearest the fare at the mileage rate determined. Illustration: Suppose a given route is twenty miles between extreme termini and the mileage rate is four cents, then between two intermediate points on the same line sixteen miles apart the application of the four cent mileage rate would make the fare sixty-four cents; but under the above rule, the proper charge should be sixty-five cents. This same illustration applies to property as well as to passenger service.)

Rule 20. Interruption of Service. All interruptions of service, where likely to continue for more than twenty-four hours, shall be reported promptly to the Commission and to the public along the route, with full statement of the cause and its possible duration.

Rule 21. Discontinuance of Service. Carriers shall not discontinue service called for under the franchise certificate and time schedule filed thereunder without first having given the Commission and the public fifteen days' notice, in writing, of its intention and having secured the permission of the Commission.

Rule 22. Carriers To Provide Tickets. All passenger carriers shall provide tickets at all agency stations and at such other places indicated on the published time schedules where satisfactory financial arrangement for handling can be made.

Redemption of Tickets. All tickets when sold shall have the date of sale stamped thereon. Tickets when sold shall be redeemable for transportation when presented to driver on a bus or shall be redeemable at their sale price in money by the company or its agent within twelve months after the sale date stamped thereon; if no date is stamped thereon at time of sale, such tickets shall be redeemable upon presentation at any time.

Rule 23. Passengers with Tickets Riding Competing Lines. Wherever two or more carriers operate from a common station or point where tickets are on sale to a common destination, either over the same or different routes, and a passenger purchases a ticket over one line but by mistake or misinformation takes a bus of the other or competing line, the carrier, operator, or driver of the bus on which such passenger is riding shall accept for transportation the ticket presented by the passenger, and the carrier named on the ticket shall reimburse the transporting carrier, not in excess of the amount paid by the passenger, upon the presentation of such ticket. At agency stations where redemption of tickets is made by the agent, this adjustment should be made by the agent.

Rule 24. Union Stations. Union motor vehicle passenger stations shall be established and maintained in accordance with the provisions of the Commissioner's order of June 12, 1925, and amendments thereto, printed in the back of these rules and regulations.

Rule 25. Inspection. Representatives of the Commission and of the Highway Commission authorized to make inspections under the provisions of the Act and these rules shall be provided with a card of identification. They shall have the right at any time to enter into or upon any motor vehicle being operated under the Act, and to which these rules apply, for the purposes of ascertaining whether or not the provisions of the law and these rules are being complied with. Wilful refusal of any carrier or driver of any such

motor vehicle to stop or discontinue the use of any such motor vehicle until properly conditioned, when ordered to do so by any such representative, or to permit such representative to enter into or upon the same for the purposes aforesaid, or to display the permit issued for such motor vehicle upon his demand shall be sufficient ground for the revocation of the violator's franchise certificate or driver's permit, as the case may be. Inspectors shall report all irregularities under this rule to the Commission. The Commission's jurisdiction under this rule is extended to include bus stations, carriers' offices and garages.

Rule 26. Carriers' Office Records. There shall be kept on file in each carrier's principal office, subject to inspection by the Commission and the Commissioner of Revenue, or their duly authorized representatives, according to their separate jurisdictions:

(a) An accurate, current record of the descriptive date of such motor vehicle used in the service such as is required to be filed with the Commission on Exhibit C.

(b) A copy of the current schedule filed with and approved by the Commission.

(c) A record showing the number of passengers carried daily and the amount of revenue received daily.

(d) A record of accidents showing the name of the driver involved.

(e) A record of itemized receipts and disbursements.

Rule 27. Reports. Each motor vehicle carrier shall make the following reports to the Corporation Commission:

Monthly Reports. Within ten days after the expiration of each month, a report of the number of passengers carried and the revenue received.

Annual Reports. On or before March 15, 1928, and on or before March 15th of each succeeding year, an annual report showing assets and liabilities, revenue and expenses of operation, and such other information as the Commission may require.

Reports of Accidents. Accidents involving injury to persons or property shall be reported to the Commission within three days after occurrence.

Reports of Drivers Dismissed from Service. When a driver employed by any carrier is dismissed from service for cause, the matter shall be reported immediately to the Commission, giving the cause leading to such action.

Such other reports as may be required.

Each motor vehicle carrier shall make the following reports to the Commissioner of Revenue:

Monthly Tax Reports. Within thirty days after the expiration of each calendar month, a report of the revenue received during the previous calendar month with the six per cent. franchise tax inclosed therewith.

TIME SCHEDULES

Rule 28. (a) Time Schedules Numbered Consecutively. Time schedules must be numbered consecutively in the upper right-hand corner, beginning with number one, and must show the number of the time schedule cancelled.

(b) *Changes in Time Schedules.* Changes in time schedules affecting the time of arrival or departure of any vehicle at or from any station or stopping place on the line or route, or which will effect a reduction or an increase in the number of vehicles being operated over any line or route, or which will effect a reduction or an increase in the amount of passenger vehicle service rendered at any terminal, station, or intermediate stop,

must be made as follows: A new schedule must be issued, bearing the next consecutive number, and shall show reference to number of time schedule cancelled thereby. Thus, if Time Schedule No. 1 is desired to be cancelled, Time Schedule No. 2 shall be issued, showing that it is cancelling Time Schedule No. 1.

(c) *Filing and Posting Notice of Change in Schedule.* A copy of proposed time schedule shall be filed with the Commission on or before the date of posting and notice shall be given to the public by posting a copy in a conspicuous place at each station or stopping place affected between the first and tenth, inclusive, of any given month and shall remain posted for a period of fifteen days, to be effective not earlier than the first day of the following month, if approved.

(d) *Commission Action, Emergency, Etc.* After the fifteen-day posting period, the Commission may, on its own motion, or on the filing of sufficient protest by any person or persons affected, order same withdrawn, modified, or suspended; but unless such action be taken by the Commission, the schedule shall be considered in full force and effect on the first day of the month immediately following the posting period. In case of actual emergency, the Commission may, by order, in its discretion, permit such time schedules to become effective with less than fifteen days' posting and on dates other than the first day of the month.

Rule 29. Schedules Posted for Information of Public. One copy of current time schedule shall be posted in a conspicuous place, easily accessible for public inspection, at each station or regular stopping place on the line or route, and a copy shall be in the possession of each driver.

Rule 30. Adherence to Time Schedules. Time schedules as filed with and approved by the Commission and posted for the information of the public shall be adhered to strictly.

Rule 31. Freight Carriers—Non-Compliance. In individual cases, where proper showing is first made, motor carriers holding franchise certificates authorizing freight service where no passenger service whatever is rendered in connection therewith will be relieved of the necessity of complying with the provisions of the rules affecting time schedules so far as actual time of arrival at and departure from all termini and time of arrival and departure at and from intermediate points are concerned.

EQUIPMENT

Rule 32. Requirements for Placing Motor Vehicles in Service. Carriers desiring to place additional vehicles, either new or second-hand, in service or to replace old with new or second-hand vehicles shall:

(1) Comply with provisions of Rule 52.

(2) When purchase and delivery has been made, file description on Exhibit C with fee for number plate, or tag, and insurance coverage for each car.

Rule 33. Motor Vehicles Removed from Service. When motor vehicles are removed from service, the number plates shall be returned immediately upon the discontinuance to the Commission. The law expressly prohibits the transfer of tags from one vehicle to another.

Rule 34. Under Twelve Passenger Capacity Barred. Motor vehicles with seating capacity of less than twelve shall not be approved for service under the Act, except where, in the discretion of the Commission, road conditions will not permit the operation with safety of cars of such capacity.

Rule 35. Safe and Sanitary Condition. All motor vehicles shall be maintained in a safe and sanitary condition.

Rule 36. Weights and Widths. Motor vehicles of a greater width than eighty-six inches and greater loaded weight than fifteen thousand pounds for passenger traffic and greater width than eighty-six inches and greater loaded weight than nine tons for freight traffic shall not be approved for operation under the Act. Misrepresentation of such specifications will invoke the penalties provided in Paragraph 9, Sub-section (b), Section 10, of the Act.

Rule 37. Lighting—Head Lamps, Etc. Each motor vehicle shall be equipped with two head lamps, no more and no less, at the front, which shall be so adjusted as to prohibit the beams from rising more than forty-two inches above the level of the roadway seventy-five feet ahead of the vehicle. Motor vehicles shall also be equipped with a left side white light on the running board.

In all motor vehicles used in the transportation of passengers a light, or lights, shall be maintained and so arranged as to light up the whole of the interior thereof, except that portion occupied by the driver. The driver's seat, or booth, shall be shaded by curtain or otherwise, so as to give free and easy vision to the front.

Each motor vehicle shall be provided with rear lights so arranged as to indicate and show when the brakes are applied. Such rear lights should be connected in series on the same circuit as the light that shows on the dash so that the driver at all times can see whether the rear signal is working properly.

Motor vehicle carriers and drivers shall not leave any terminus on any trip which will require operation after sunset unless the lighting system of such vehicle is in proper condition and the headlights adjusted in accordance with the provisions of the State law. Should the lighting system become defective or out of order enroute, the vehicle shall be brought to a stop at a point out of the line of travel of the roadway and shall not proceed until the defect has been remedied.

Spot Light. Motor vehicles may be equipped with spot lamps; but upon approaching other vehicles, they shall be so aimed that no part of the beam will be directed to the left of the center of the highway nor more than one hundred feet in front of the vehicle.

Rule 38. Tires. All motor vehicles used in the transportation of passengers shall be equipped with pneumatic tires and shall, when leaving a terminus, be equipped with at least one extra tire.

Rule 39. Heating System. All passenger carrying vehicles shall be equipped with a suitable heating system sufficient to keep the same reasonably comfortable for its passengers and shall be kept in such repair that fumes therefrom shall not escape into the passenger compartment.

Rule 40. Reserve Equipment. Sufficient reserve equipment shall be maintained by all carriers to insure the reasonable maintenance of established routes and fixed time schedules.

Rule 41. Brakes, Horns, Etc. All vehicles shall be provided with good and sufficient brakes and with suitable horns, which shall be blown as a

signal of warning upon approaching all road and street intersections and whenever there is danger of collision or other accident.

Rule 42. Emergency Exit Doors. Every passenger vehicle having a common entrance and exit in front with a longitudinal aisle shall be provided with a left exit door at the front and one on each side of the opposite end of the bus body from the regularly used entrance and exit. Such exit doors shall be kept in good operating order and shall open outward toward the natural means of egress and shall always be unlockable from within. Vehicles with cross seats and compartment doors shall have one left exit door in the front and one left exit door in the rear.

Rule 43. Front Seat an Emergency Seat. The front seat of all passenger motor vehicles shall be considered an emergency seat and passengers shall not be allowed to occupy it until all the other seats of such motor vehicle are fully occupied, and then not more than two passengers may occupy such front seat at the same time with the driver. Exceptions will be made in case of sick or afflicted persons who because of such sickness or affliction cannot sit with comfort in rear seats.

Rule 44. Trailers on Passenger Vehicles Prohibited. Motor vehicles used for the transportation of passengers shall not be driven or operated with any trailer or other vehicle attached thereto, except where a vehicle becomes disabled while on a trip and is unable to run from its own power, such disabled vehicle may be towed to the nearest point where repair facilities are available.

Rule 45. Trailers on Property Carrying Vehicles. Property carriers shall confine themselves to the use of one trailer on each motor truck unless under Chapter 220, Public Laws of 1927, they would be entitled to make application and obtain approval for the use of more, which, when coupled together, shall not exceed eighty-five feet in their combined length.

Rule 46. Trailers Listed and Approved. Motor vehicles used for the transportation of property shall not be used for towing or propelling any trailer or another vehicle used as a trailer, unless such trailer is listed with and approved by the Commission.

Rule 47. Trailer Couplings. Each trailer, or other vehicle used as a trailer, shall be attached to the vehicle by which it is drawn by stay chains in addition to a coupler.

Rule 48. Seats for Passengers. Comfortable seats must be provided on all passenger motor vehicles.

Rule 49. Fire Extinguishers. It is recommended that each motor vehicle used for the transportation of passengers be equipped with a fire extinguisher, bearing the label of approval of the Fire Underwriters Association, which should be kept in good operating condition at all times.

Rule 50. Mirrors and Reflectors. Each motor vehicles shall be equipped with a mirror or reflector attached to and so located and adjusted on such vehicle as to give the driver thereon a clear view of the highway directly to the rear on a line parallel to the side of the body of such motor vehicle.

Rule 51. Gasoline Tanks. The gasoline tank of each passenger motor vehicle shall be located entirely outside the body with the inlet so arranged as to permit filling from the outside exclusively.

Rule 52. Plans for New and Remodeled Vehicles to be Approved. Plans and specifications for new passenger motor vehicles to be purchased and for the remodeling of passenger motor vehicles now being operated under the Act shall be submitted to the Commission for approval before contract for purchase or remodeling is made or let.

BAGGAGE

Rule 53. Transportation of Explosives. Motor vehicle operators, or drivers, or other agents, shall not permit any inflammable, explosive, or poisonous or injurious gases or liquids, or loaded firearms to be loaded in or upon any passenger motor vehicle, nor shall they be permitted to be stored as baggage in or upon the premises of any passenger bus station.

Rule 54. Sample Baggage. Sample baggage shall consist of baggage for commercial as distinguished from personal use of the passenger, and shall be restricted to catalogues, models and samples of goods, wares or merchandise in trunks or other suitable containers and for use by the passenger presenting same for checking in making sales or other disposition of the goods represented thereby, subject to Rules 53, 62, 63 and 64.

Rule 55. Personal Baggage. Personal baggage shall consist of wearing apparel, toilet articles (except liquid), and similar personal effects in actual use and necessary and appropriate for the wear, use, comfort and convenience of the passenger for the purpose of the journey and not intended for other persons or for sale, subject to Rules 53, 62, 63 and 64.

Rule 56. Baggage and Express Loading. The amount of baggage that may be carried in any motor vehicle with passengers shall not be greater than can be carried safely and conveniently without causing discomfort to passengers, nor shall it in any way be permitted to jeopardize the safety of operation. Doorways and aisles shall be kept clear of all obstruction. No baggage, trunk, crate, or other article, shall be carried on the running board of the left side. When the narrowest dimension of baggage loaded on top of passenger vehicles is twice the height of the guard rail, it shall be tied securely. Baggage too heavy for one man to load or unload may be refused when tendered at non-agency stations and stops or when tendered at agency stations destined for non-agency points, provided the motor vehicle carrier has previously posted a notice to that effect at stations and stops along the route.

Rule 57. Baggage Priority. When more baggage is presented to be transported on any given schedule than can be carried conveniently on the vehicle, hand, personal, and sample baggage shall have priority over trunks and parcels, and the same shall have preference in the order named.

Rule 58. Baggage Checks to be Provided. Each passenger motor vehicle carrier shall provide duplicate checks for baggage to and from all points on all routes covered by his franchise certificate.

Rule 59. Authority for Checking Baggage. Baggage checks shall be issued for baggage, other articles, or property upon presentation of valid transportation only when the owner of the baggage, other articles, or property, is also owner of the transportation and is a bona fide passenger over the same line to or beyond the destination of the baggage.

Rule 60. Baggage Storage. At all agency bus stations when arriving baggage is not immediately claimed by the passenger owner, the operator or driver shall deliver same to the Station Agent; and, if delivered to owner on same day of arrival, no storage charge shall be made; if not delivered to owner until the following day, or later, a storage charge may be made. A day shall be reckoned from midnight to midnight.

Rule 61. Delivery of Baggage. Motor vehicle operators, drivers, and station agents, shall not deliver baggage when checked except upon presentation of the duplicate check, or until satisfactory identification has been established and a written record made of such identification, signed by the person receiving such baggage and the person releasing same. In the absence of satisfactory identification, the agent, operator, or driver, the claimant, and a third party may make a written appraisal of the baggage, other article, or property, and thereupon the claimant may make a satisfactory good-faith deposit, or bond, in the amount of the appraised value therefor, which shall be held in trust for a period of thirty days. After the expiration of thirty days, if no other claimant applies for such baggage, etc., the deposit shall be returned or the bond cancelled, as the case may be.

Rule 62. Baggage Containers. All baggage shall be inclosed in receptacles, such as trunks, valises, telescopes, suit cases, leather hat boxes or satchels provided with handles, locked or otherwise securely fastened and made of material of sufficient strength and durability and of a quality to withstand rapid handling and piling incident to its transportation.

Rule 63. Articles Other Than Baggage. All articles not coming within the classifications of personal or sample baggage shall be charged for either by the piece or gross weight at the excess baggage rates.

Rule 64. When Operator or Driver May Refuse Baggage. Baggage containing money, jewelry, negotiable paper, liquids, glassware, perishable or fragile articles shall not be checked or received for transportation without a declared valuation; and, if baggage be checked or delivered for transportation by a passenger without making manifest of such contents and the value thereof, the carrier shall not be liable therefor and may reject entirely when baggage contains any of the articles enumerated in Rule 53 or is, in the opinion of the operator or driver, too heavy, too bulky, too fragile, or not in proper condition.

Rule 65. Baggage Allowance. Subject to the limitations in Rule 53 and the conditions of Rules 62 and 64, three pieces of hand baggage, not to exceed a total weight of one hundred pounds nor exceeding fifty (\$50.00) dollars in value, shall be checked and carried free of charge for each adult passenger. Children traveling on less than adult fare shall be limited on the above basis in the proportion that the child's fare bears to the adult fare. No allowance shall be permitted on tickets purchased for the sole purpose of avoiding the payment of excess baggage. Circulars will be issued prescribing excess baggage rates.

Rule 66. Baggage Checked C. O. D. Excess baggage shall not be transported charges collect on delivery, but the charges shall be paid in advance.

Rule 67. Failure to Check Baggage. Whenever any passenger discovers after boarding a bus that he has not checked his baggage, the driver shall

take a memorandum and description thereof and the baggage shall be forwarded on the next available schedule under the same conditions as if accompanied by a passenger.

OPERATION

Rule 68. Operation. Motor vehicles shall be operated in accordance with law and these rules and regulations, and drivers shall not operate them in any other than a careful and prudent manner, having due regard to the traffic and use of the way by others.

Rule 69. Speed. The maximum speed limit shall be forty miles per hour, but the driver, or operator, shall drive at all times so as to be able to stop within the range of his vision; and, when approaching intersecting roads or streets, he shall reduce the speed and have the motor vehicle under such control that an immediate stop is possible. Subject to the foregoing provision, no motor vehicle shall be driven at a speed exceeding the following under the following conditions and circumstances:

(a) Fifteen miles an hour when approaching within one hundred feet of an intersecting highway, steam or electric railroad grade crossing, curve or bridge when the driver's view is obstructed. A driver's view shall be deemed to be obstructed when at any time within the last two hundred feet of his approach to such intersection, crossing, curve or bridge he does not have a clear and unobstructed view of three hundred feet of the roadway over which motor vehicles or cars may approach.

(b) Fifteen miles an hour when passing schools during opening, closing, or recess hours; when traversing the streets of any city or town where there is a frontage on such highway or street of three hundred feet or more mainly occupied by business or residential buildings, or both.

Rule 70. Driving in Dangerous Places. All operators and drivers upon approaching bridges, sharp curves, cuts, fills, steep descents or other dangerous places, or in traversing such places, shall slow down and have the vehicle under complete control.

Rule 71. Stops at Railroad Crossings. All motor vehicle operators or drivers of passenger motor vehicles shall bring each such vehicle to a full stop before crossing a steam or electric interurban railroad track, or tracks, such stops to be made not more than fifty feet nor closer than ten feet from the nearest rail of the crossing and at points where the clearest view of approaching trains, locomotives, or cars may be had. After stopping, drivers shall look carefully in each direction for approaching trains, locomotives, or cars and if certain that none are approaching, they shall then cross the track, or tracks, with the transmission of the vehicle in not higher than second gear in the case of selective or progressive type transmission or low gear in the case of planetary transmissions.

Rule 72. Passing and Following Vehicles. The Highway Commission has placed dividing lines on all hard surface roads at curves, ascents, descents, and other hazardous places, to guide traffic and operators and drivers shall not pass other vehicles when within these lines.

Vehicles Passing to Left. Drivers when about to be overtaken by a vehicle shall give way to the right in favor of the vehicle approaching from the rear on suitable and audible signal being given by the driver of the overtaking vehicle and shall not increase their speed until completely passed by the overtaking vehicle.

Following Vehicles. Vehicles should not be driven following another vehicle more closely than is reasonable and prudent with regard for the safety of others and with due regard to the speed of the vehicles, the traffic and condition of the highway.

Travel Upon Right Half of Highway. Drivers shall at all times cause their vehicles to travel upon the right half of the highway, unless it is impassable or obstructed or when passing other vehicles.

Rule 73. Vehicle Permits and Number Plates Displayed. Motor vehicle permits and number plates issued by the Commission for each vehicle being operated under the Act shall be displayed at all times on the proper vehicle for which each such permit and number plate is issued. Both carriers and drivers will be held responsible under this rule.

Rule 74. Drivers' Permits Displayed. Motor vehicles before leaving the terminals shall have attached thereto on the inside front the driver's permit issued by the Commission.

Rule 75. Passengers Not Permitted to Ride on Outside of Vehicle. Passengers shall not be permitted to ride on the running boards, fenders, platforms, engine hoods, or on any other outside portion of the vehicle.

DRIVERS

Rule 76. General Qualifications. Drivers of motor vehicles shall be American citizens, twenty-one years of age, of good moral character, shall be fully competent to operate the vehicle under their charge, and shall hold a driver's permit from the Commission, as provided in Section 9 of the Act.

Rule 77. Driver's Use of Intoxicants and Drugs. Drivers of motor vehicles shall not drink intoxicating liquors or use narcotics during the time they are on duty, nor shall they go on duty while under their influence from previous use, nor shall they at any time use such intoxicants or drugs to excess.

Rule 78. Drivers' Smoking While Driving. In the interest of safety, it is recommended that drivers of motor vehicles carrying passengers shall refrain from smoking during the time the vehicle is in motion.

Rule 79. Drivers' Conversing While Driving. Drivers and operators of motor vehicles carrying passengers shall not carry on unnecessary conversation with passengers while the vehicle is in motion.

Rule 80. When Drivers May Refuse to Carry Passengers. Drivers of motor vehicles may refuse transportation to any person who is in an intoxicated condition or conducting himself or herself in a boisterous or disorderly manner or is using profane language. Transportation shall be refused to persons bearing loaded firearms or any of the things prohibited in Rule 53.

Rule 81. Drivers to Check Baggage. Each driver on each schedule shall carry a supply of baggage checks and check baggage between stations and at non-agency stations. Carriers shall supply drivers with such baggage checks.

Rule 82. Drivers to Report Accidents. Drivers shall report all accidents to their employers. If the driver be the owner, he shall report such accidents as required in Rule 27.

Rule 83. Drivers to be Provided with Time Pieces. Where motor vehicles are not equipped with time clocks set and adjusted daily to United States Naval Observatory time, the driver shall be provided with a reasonably reliable watch so set and adjusted.

GENERAL PROVISIONS

Rule 84. Misrepresentations. Any franchise certificate obtained upon any application by any false affidavit or misrepresentation shall be subject to revocation and cancellation by the Commission upon discovery by the Commission of the falsity of the affidavit or of the representation.

Rule 85. Penalties. Failure to comply with any one or more of the above requirements, or in any way to fail or neglect to comply with the Act or rules or regulations adopted by any constituted authority under the Act, may be deemed sufficient cause for the Commission to revoke or cancel the franchise certificate of a motor vehicle carrier or the driver's permit of the violator, as the case may be.

Rule 86. Savings Clause. This order is for general application and is subject to such changes and modifications, permitted by the law, as the Commission from time to time may determine advisable and is also subject to such exceptions as may be considered just and reasonable in individual cases.

By order of the Commission:

This 15th day of December, 1927.

R. O. SELF,

Clerk and Director of Motor Vehicle Transportation.

PASSENGER INSURANCE ENDORSEMENT

The following endorsement was prescribed by the Commission in its order of December 6, 1927, as amended by order of December 17, 1927, and is required to be attached to all new policies filed on or after January 1, 1928. On all policies now on file, and in force, which were filed on or before December 31, 1927, the endorsement shall be attached on or before February 1, 1928. The endorsement follows:

"No condition, provision, stipulation, or limitation contained in the policy to which this endorsement is attached or any endorsement thereon, nor the violation of any of the same by the assured shall affect in any way the right of any person injured in his person (except employees of the assured while engaged in operating or caring for the automobiles insured hereunder) or property by reason of an act of negligence arising from the operation by the assured of any motor vehicle insured hereunder, nor relieve the company from liability for the payment to such person of any judgment to the extent and in the amount set forth in the policy; but the assured hereby agrees to reimburse the company for any and all sums of money including loss, costs, expenses, and disbursements of every kind which it may pay as a result, direct or indirect, of the violation or breach of any of the conditions, provisions, stipulations, or limitations in the policy.

"The liability of the company for damage to property is hereby extended to include damage to baggage in the custody of the assured and loss of baggage when checked by the assured: Provided, however, that the company's liability under this paragraph is limited to fifty (\$50) dollars for each piece of baggage.

"The insurance granted under this policy is hereby extended to cover any motor vehicle operated by the assured for the transportation of passengers for compensation upon the route, or routes, designated in the franchise certificate issued by the Corporation Commission of North Carolina, whether such motor vehicle be specifically named, numbered, or designated, in the policy or not and/or any motor vehicle specifically named, numbered, or otherwise designated or described sufficiently for

identification, operated by the assured while actually engaged in the transportation of passengers for compensation upon any of the public highways of the State of North Carolina.

"The insolvency, or bankruptcy, of the assured shall not release the company from the payment of such damages hereunder as would have been payable but for such insolvency, or bankruptcy; and the prepayment of any judgment that may be recovered against the assured upon any claim covered by this policy is not a condition precedent to any right of action against the company upon this policy, but the company is bound to the extent of its liability under the policy to pay and satisfy such judgment; and an action may be maintained upon such judgment by the injured person, or his or her heirs or personal representatives, as the case may be, to enforce liability of the company as in this policy set forth and limited.

"The policy to which this endorsement is attached shall not be cancelled until after ten days' notice, in writing, by the company, shall have first been given to the Corporation Commission of North Carolina at its office in Raleigh, North Carolina, the said ten days' notice to commence to run from the date of receipt of notice by the Commission."

IN RE AMENDMENT TO THE COMMISSION'S ORDER OF DECEMBER 6, 1927, WITH REFERENCE TO INSURANCE ENDORSEMENT.

ORDER

Having under consideration the order of December 6, 1927, promulgating an insurance endorsement under Sec. 6, Chapter 136, Public Laws 1927, it is

ORDERED, That the first paragraph of the endorsement promulgated in the Commission's order of December 6, 1927, be and the same is hereby amended by inserting after the word "person" the following:

(Except employees of the assured while engaged in operating or caring for the automobiles insured hereunder.)

This order shall become effective as provided in the order which it amends.

By order of the Commission:

R. O. SELF,

This 17th day of December, 1927.

Clerk.

IN RE UNION PASSENGER BUS STATIONS.

ORDER AMENDING THE COMMISSION'S ORDER OF JUNE 12, 1925.

Whereas, since the time the Commission issued its order of June 12, 1925, motor vehicle operation has been greatly extended; now, therefore, it is

ORDERED, That Section 1 of the Commission's order of June 12, 1925, be, and the same is hereby, amended by adding the names of the following cities and towns, to-wit: Albermarle, Gastonia, Greenville, Hendersonville, Kinston, Lumberton, New Bern, Rocky Mount, Shelby, Washington, and Wilmington; and it is

FURTHER ORDERED, That Section 1 of the said order be amended by adding after the word "establish," in line five, the words "and maintain"; and it is

FURTHER ORDERED, That the phrase at the end of Paragraph 1 of Section 2, "upon the number of motor vehicles of each carrier using the station" be changed to read, as follows: "upon the number of departing schedules of each motor vehicle carrier using the station."

This order shall be in force from and after January 31, 1928.

By order of the Commission:

R. O. SELF,

This 16th day of January, 1928.

IN RE SOLICITING AGENTS AT BUS STATIONS.

ORDER

Because of the consolidation of many of the motor vehicle operations, there are several lines in the State which, while operating over separate routes, have common termini. In an endeavor to attract through passengers, many of these operators are employing agents to solicit business in and on the premises of several bus stations which is very annoying to the traveling public and confusing to the orderly conduct of the several stations. We are advised that this has been done in some instances because one or more of the operators were of the opinion that they were not receiving impartial consideration on the part of the station employees. Station employees must be impartial in the administration of the station's affairs; and if not, relief may be had by appeal to the Commission to exercise the authority given it under Section 7, Chapter 136, Public Laws of 1927.

The bus business can be improved only by eliminating obsolete methods of competition and by attracting the traveling public by more convenient schedules, reasonable rates, comfortable equipment, and courteous employees. The policy of the Commission toward the operators has been one of education rather than of coercion, a policy of help rather than of force. The Commission prefers to continue this policy if the operators will permit. The State owns the highways and whenever an operator lets reasonable public interest become secondary, he ceases to deserve the confidence which a grant of franchise imposes.

As to station agents and employees, the Commission hopes that its legal jurisdiction, "to supervise the operation of union passenger stations in any manner necessary to promote harmony among the operators and efficiency of service to the traveling public," will not have to be extended either to the approval or to the appointment of station employees, but these station employees must be impartial in the conduct of the station's business or removal will be inevitable.

Many complaints come from passengers who claim to have been misinformed, or not fully informed, by bus station employees. This may be due, in part, to agents or employees not being informed as to schedules and connections at distant stations. A consolidated schedule will do much to relieve this trouble, and agents and employees should certainly inform themselves of the connections which all schedules leaving their stations make at the opposite end. Ignorance of such facts is certainly not excusable.

In view of the above conditions, it is

ORDERED, That motor vehicle carriers holding franchise certificates under Chapter 50, Public Laws of 1925, as amended by Chapter 136, Public Laws of 1927, shall remove all personal agents from all union bus station premises in order that the bona fide employees of such stations may properly perform the impartial duties for which they were employed under the order establishing such union bus stations; that holders of franchise certificates shall not solicit business on union bus station premises either personally or through their drivers or others; that agents of union bus stations and other employees of

such stations charged with the responsibility of giving information in regard to time schedules, fares, routes, connections, etc., shall do so impartially and in a manner that will inform the inquirer fully.

By order of the Commission:

This 23rd day of February, 1928.

R. O. SELF,
Clerk.

THE TRANSPORTATION COMMITTEE OF THE NORTH CAROLINA
COMMISSION ON INTERRACIAL CO-OPERATION v. BUS OPERATORS
OF THE STATE OF NORTH CAROLINA: A. & B. COACH LINE, INC.,
ET AL.

ORDER

This matter coming on before the Commission to be considered upon the petition filed herein, and being thus considered, and the Commission having by letter expressed to Hon. L. R. Varser, of counsel for the petitioner, doubt as to jurisdiction of the Commission, and having received answer requesting an order in the cause; and the Commission being of the opinion:

First. That petition was filed in proper form with the requisite number for service upon the defendants named.

Second. That the petition requires an interpretation of Chapter 136, Public Laws of 1927, holding that carriers by bus and truck are common carriers and the Commission is without authority to make the required interpretation.

Third. That Chapter 136, Public Laws of 1927, confers upon the Commission no legislative function enabling it to amend, change, or revise the same to the end that rules and regulations may be made by the Commission regulating carriers and traffic not included in said Act.

Fourth. That it is the function of the Legislature to include carriers by bus and truck within the terms of Chapter 136, Public Laws of 1927, as common carriers, and that it must be the clearly expressed intention of the Legislature to so include such carriers before the Commission can exercise jurisdiction in the respect requested in the petition.

Therefore, the Commission, *ex mero motu* treats the said petition as upon demurrer to the jurisdiction of the Commission to entertain the petition, and sustains this demurrer and dismisses the petition.

By order of the Commission:

This 27th day of February, 1927.

R. O. SELF,
Clerk.

THE TRANSPORTATION COMMITTEE OF THE NORTH CAROLINA
COMMISSION ON INTERRACIAL CO-OPERATION v. BUS OPERATORS
OF THE STATE OF NORTH CAROLINA: A. & B. COACH LINE, INC.,
ET AL.

ORDER OVERRULING EXCEPTIONS

This matter coming on to be considered by the Commission upon the exceptions filed by the petitioner and being considered upon said exceptions and the record in this case, and it appearing to the Commission upon said consideration that said exceptions should be overruled,

Now, THEREFORE, The exceptions filed by the petitioner, Committee of the North Carolina Commission on Interracial Cooperation, are overruled and disallowed.

By order of the Commission:

This 13th day of April, 1928.

R. O. SELF,
Clerk.

NORTH CAROLINA RE APPLICATION BRISTOL-ASHEVILLE BUS COMPANY.

BEFORE THE CORPORATION COMMISSION

ORDER

The application of the Bristol-Asheville Bus Company having been filed for consideration, and having been considered by the Commission upon all the record presented by the applicant and opponents to the granting of the petition of the applicant, and it appearing to the Commission that the application discloses certain information which, in the opinion of the Commission, is in violation of the rules and regulations established pursuant to the authority granted under Chapter 136, Public Laws of 1927; and being of the opinion that the violation of said rules and regulations so made operate as a bar to the right of this Commission to grant the petition of the applicant; and being further of the opinion that the offer of the applicant to operate over the route from Bristol, Virginia, to Asheville, North Carolina, three Packard cars and one Cadillac car, the passenger capacity of each car being only seven, would tend to congest the public roads within the State of North Carolina over which said operation would take place and would not permit safety and economy in the passenger transportation by bus within the State of North Carolina; and the Commission feeling that in view of its policy and its rules and regulations to refuse franchise certificates for operation where vehicles of less than twelve passenger capacity are to be used have been applied generally in connection with the granting of franchise certificates, and that the enforcement of rules should be uniform as to all applicants for certificates; and being of the opinion that the granting of a franchise certificate to the applicant would create discrimination against other carriers of passengers by motor bus within the State of North Carolina and operating interstate into North Carolina; and the Commission being desirous of promoting safety and economy of bus transportation within the State of North Carolina, and being desirous to exclude from operation over its highways of unnecessary vehicles engaged in such business; and feeling that to grant a franchise certificate to the applicant would not be in keeping with such policies;

IT IS NOW, THEREFORE, ORDERED, ADJUDGED AND DECREED, That the application of the Bristol-Asheville Bus Company be and the same is hereby dismissed, and the franchise certificate requested by said petition is hereby denied.

By order of the Commission:
This 3rd day of March, 1928.

R. O. SELF,
Clerk.

IN RE LEASES FOR BUS STATION PROPERTY.

ORDER

Whereas, it has come to the attention of the Commission that a number of operators are, and have been, in the habit of signing leases for definite periods for properties to be used as bus stations; and,

Whereas, many properties for which leases have been made are wholly undesirable for such purposes, the Commission, after due consideration, thinks

it to be in the public interest to have no leases made for such purposes by any of the bus operators in this State unless and until such properties have been approved by this Commission for the purpose for which same are desired to be obtained; therefore, it is

ORDERED, That on and after July 1, 1928, no motor vehicle carrier, or carriers, or officers or agents of such carriers, shall enter into any contract for any property to be used as a union bus station or as a bus station until such place and location has been approved by the Commission in writing. This shall apply to acquiring new properties as well as to renewal of leases on property in previous use.

By order of the Commission:
This 30th day of June, 1928.

R. O. SELF,
Clerk.

LICENSED CERTIFICATES COVERING BUS OPERATIONS AS OF JULY 1, 1928

*(Name of Company, Description of Route. Numbers shown are
State Highway Numbers.)*

- A. & B. Coach Line, Inc., R. F. Peebles, Secy., 13 Biltmore Ave., Asheville, N. C.
Asheville to North Carolina-Tennessee State Line, destination Newport, Tenn., 20.
- Albemarle-Salisbury-Wadesboro Bus Line, H. W. Waller, Albemarle N. C.
Salisbury to North Carolina-South Carolina State Line, destination Cheraw, S. C., via Wadesboro and Albemarle, 80.
- R. R. Ammons, Franklin, N. C.
Franklin to Bryson City, 286; Bryson City to Fontana, County Highways.
(Bryson City to Fontana operation suspended on account of road condition.)
- Angel, T. W., Franklin, N. C.
Franklin to Sylva, 285, 10; Franklin to Bryson City, 286, 10; Franklin to North Carolina-Georgia State Line, destination Cornelia, Ga., 286; Franklin to Rainbow Springs, 28.
- Appalachian Bus Co., Inc., Clarence Robertson, Sec., Windom, N. C.
Asheville to Spruce Pine, 29, 69; Cane River Post Office to North Carolina-Tennessee State Line, 692.
- B. & H. Coach Lines, Inc., E. E. Bost, Pres., Newton, N. C.
Charlotte to Asheville, via Lincolnton, Newton, Hickory and Marion, 27, 16, 10; Marion to Bakersville, via Spruce Pine, 19.
- Bateman, Charles, Leaksville, N. C.
Spray to Stoneville via Leaksville, County Road.
- The Bethel-Columbia Bus Line, A. B. Babcock Owner, Tarboro, N. C.
Bethel to Columbia, 90.
- Blizard & Banks Motor Express, R. A. Blizard and Clarence Banks, Mount Airy, N. C.
Winston-Salem to Mt. Airy, 66; Winston-Salem to Greensboro, 60.
- Blue Nash Touring Car Line, McD. Turner, Owner, Landrum, S. C.
Hendersonville to Tryon, 29, 191.
- Blue Ridge Bus Line, R. A. Anderson, Galax, Va.
Mt. Airy to State Line, destination Hillsville, Va., 66.
- Bowman Transfer Company, R. E. Bowman, Chilhowie, Va.
West Jefferson to North Carolina-Virginia State Line, via Crumpler and Grassy Creek, destination Chilhowie, Va., 68.
- Brevard Bus Line, H. F. Corpening, care Union Bus Station, Asheville, N. C.
Hendersonville to Highlands via Brevard 28; (now being operated between Hendersonville and Brevard the remainder to be opened as road conditions permit.) Asheville to Oteen 10.
- H. J. Bumgarner, North Wilkesboro N. C.
North Wilkesboro to Boone, 60.

Call Motor Company, W. W., Mrs. W. W. Call, North Wilkesboro; Ira D. Payne, North Wilkesboro, N. C.

North Wilkesboro to Statesville via Taylorsville, 18, 67, 90.

Camel City Coach Co., J. L. Gilmer, Pres.; T. C. Guerrant, Asst. Treas.; Winston-Salem, N. C.

Winston-Salem to Charlotte, 65, 75, 26; Winston-Salem to State Line, destination Martinsville, Va., 77; Winston-Salem to Walnut Cove, 77, 89; Winston-Salem to Mt. Airy, 66; Winston to Greensboro, via Kernersville, 60; Greensboro to High Point, 10; High Point to Kernersville, County Road; Winston-Salem to North Wilkesboro, 60; Winston-Salem to High Point, 77; Lexington to Winston-Salem, 64; Salisbury to Mocksville, 80; Lexington to Newsome, via Southmont, Healing Springs and High Rock over County Highways; Charlotte to North Carolina-South Carolina State Line, via Pineville and Waxhaw, 26.

Capital Coast Express Co., W. P. Creech, Sec. and Treas., Clayton, N. C.

Raleigh to New Bern via Goldsboro, Kinston and Pollocksville, 10, 12, 30.

Carolina Coach Company, H. H. Hearn, General Manager, Raleigh, N. C.

Raleigh to Greensboro, 10; Raleigh to Rocky Mount, 90; Raleigh to Wilson, 90, 91; Raleigh to Fayetteville, 21, 60, 22, 21; Smithfield to Fayetteville, 22; Durham to Chapel Hill, 75.

Carolina Motor Express, R. E. Mabe and Junie Goldston, Box 353, Spray, N. C.

Draper to Greensboro, via Leaksville, Spray and Reidsville, 709, 65, 70.

Carolina Truck Transportation Company, L. P. Sutton, Manager, 56 Broad St., New Bern, N. C.

New Bern to Wilson, 10, 12, 40 via Fort Barnwell, Kinston, Snow Hill, LaGrange, Goldsboro, Pikeville, Fremont, Wilson; New Bern to Kinston, 30, 12, via Pollocksville and Trenton; New Bern to Wilson, 30, 91 via Bridgeton, Vanceboro, Chocowinity, Grimesland and Chicod, Greenville and Farmville; New Bern to Williamston via Bridgeton, Vanceboro, Chocowinity and Washington, 30; New Bern to Wilson, 10, 11, 91 via Fort Barnwell, Grifton, Ayden, Winterville, Greenville and Farmville; New Bern to Rocky Mount, 10, 11, 90 via Fort Barnwell, Grifton, Ayden, Winterville, Greenville, Bethel and Tarboro; New Bern to Raleigh, 10, via Fort Barnwell, Kinston, LaGrange, Goldsboro, Princeton, Smithfield and Clayton; New Bern to Morehead City and Beaufort 10, 101; New Bern to Vandemere, 302 via Bayboro and Aurora.

Carroll's Motor Express, J. T. Carroll, Hallsboro, N. C.

Wilmington to Hamlet via Whiteville, Clarkton and Lumberton, 20, 21, 211, 20.

Carteret Transit Company, D. M. DeNoyer, Beaufort, N. C.

Beaufort to Atlantic via Davis and Sea Level.

Caudill, A., North Wilkesboro, N. C.

North Wilkesboro to Winston-Salem, 60.

Central Coach Lines Inc., H. F. Moore, Mgr., High Point, N. C.

Freight Lines: Greensboro to Madison via Stokesdale, County Roads; Winston-Salem to North Carolina-Virginia State Line, destination Martinsville, Va., 77; Winston-Salem to Greensboro, via High Point, 77, 10; High Point to Asheboro, 77; Greensboro to State Line, destination Danville, Va., 70; Greensboro to Asheboro, 70; Raleigh to Greensboro, 10.

Passenger Lines: Wilmington to Carolina Beach, County Roads; Winston-Salem to Albemarle, via Walburg, Thomasville and Denton, County Roads.

Concord and Albemarle Bus Line, J. M. Flowe and J. R. Freeze, Concord, N. C. Concord to Albemarle, 74.

Cox & Foley, John L. Cox and A. W. Foley, Spray, N. C.

Leaksville-Spray, N. C., to State Line on route to Fieldale Va., 709 and 33.

Durham-Roxboro-South Boston Bus Line, L. D. Hamlin, Owner, Durham, N. C.

Durham to Virginia-North Carolina State Line via Roxboro, 13; destination South Boston, Va.

East Coast Express Lines, L. F. Barnard, Owner, 746 Percy St., Greensboro, N. C.

Greensboro to Wilmington, 70, 24, 22, 211, 21 and 20, via Asheboro, Biscoe,

Aberdeen Raeford, Fayetteville, Lumberton, Clarkton and Whiteville.
Edgerton Bus Lines, Inc., 425 W. Washington St., Suffolk, Va., R. G. Edgerton, President.

Edenton, N. C., to Virginia-North Carolina State Line, destination Suffolk, Va., 32 and 30.

Elkin-Alleghany Bus Line, Inc., M. M. Mayberry, Pres., J. W. Arnold, Sec., Elkin, N. C.

Winston-Salem to Elkin, via Yadkinville, Brooks Cross Roads, 60, 26.

Elizabeth City-Point Harbor Auto Transportation Line, Grandy, N. C., W. E. Baum and C. L. Smith.

Elizabeth City to Point Harbor, 34 and 344.

ET and WNC Motor Transportation Company, J. E. Vance, Sec., Johnson City, Tenn.

Passenger Line: Spruce Pine to North Carolina-Tennessee State Line about three miles beyond Elk Park on route to Johnson City, Tenn., 69 and 29; Cane River to State Line, 69.

Freight Line: Elk Park to Woodlawn, 194; Boone and Burnsville, 69; Newland to Boone via Blowing Rock, 175 and 17.

Farrar's Motor Express, O. S. Farrar, Owner, Statesville, N. C.

Statesville to North Wilkesboro, 75, 67; Taylorsville to Hickory via Conover, 67 and 10; Statesville to Mt. Airy, 26, 268 and 80.

Fort Bragg Coach Co., C. F. Harris, Mgr., Fayetteville, N. C.

Fayetteville to Fort Bragg, 53.

Fredrickson Motor Express Corporation, 425 W. Liddell St., C. H. Fredrickson, Mgr., Charlotte, N. C.

Charlotte to Shelby, 20; Charlotte to Statesville, 26; Charlotte to Greensboro, 15, 10; Charlotte to Lenoir, via Lincolnton and Hickory, 27, 16, 10, 17; Salisbury to Statesville, 10; Lexington to Winston-Salem, 64; Shelby to Asheville, via Chimney Rock and Hendersonville, 20, 28, 29; Statesville to Winston-Salem, 75, 65.

G. & L. Coach Lines, R. R. Rhyne and G. S. Sparger, Dallas, N. C.

Gastonia to Lincolnton, 16.

G. & W. Motor Express, 314 N. Caldwell St., Charlotte, N. C., L. B. Griffin, R. 1, Monroe, N. C. B. A. Williams, Norwood, N. C.

Charlotte to Hamlet, 20; Charlotte to Rock Hill, S. C., 26 and 261.

Gilliam, A. A., Banner Elk, N. C.

Elk Park to Boone, via Banner Elk and Vilas, 60, 69.

Goldsboro & Wilson Bus Line, Goldsboro, N. C., Box 120. Geo. B. Patrick and J. A. Vinson.

Goldsboro to Wilson, 40.

Greensboro-Fayetteville Bus Line, Inc., Asheboro, N. C. H. G. Pugh, Pres., J. A. York, Sec.

Sanford to Rockingham, 74, 50; Greensboro to Fayetteville, via Aberdeen and Asheboro, 70, 24; Durham to Fayetteville, via Chapel Hill, Pittsboro, Sanford, Jonesboro and Fort Bragg, 75, 53; Greensboro to Asheboro, 70.

Habit Brothers, John and Joe Habit, Edenton, N. C.

Edenton to North Carolina-Virginia State Line, via Elizabeth City, destination Norfolk, Va., 342, 34, 341.

Hampton Roads Transportation Company, J. L. Wright, Owner, 912 Water St., Norfolk, Va.

Elizabeth City, N. C., to Virginia-North Carolina State Line, via Moyock, 34; Elizabeth City to Virginia-North Carolina State Line, via South Mills, 34 and 341.

Hamrick & Company, Forest City, N. C. J. F. Hamrick and H. C. Kyser.

Marion, N. C., to State Line near Cliffside on route to Spartanburg, S. C., 19, 207.

H. & L. Motor Express Company, Roy Lowder, Sec. and Treas., Albemarle, N. C. Charlotte to Sanford, via Albemarle, Badin, Mt. Gilead and Troy, 27, 74, 515, 51 and 74.

C. J. Hayter, Abingdon, Virginia.

Boone to North Carolina-Tennessee State Line, via Vilas, Sugar Grove and Zionville, 60.

R. J. Henderson, Maysville, N. C.

New Bern to Wilmington, 30.

Hendersonville-Asheville Motor Express Company, R. F. Styron, Hendersonville, N. C.

Asheville to Hendersonville, 29.

Higgins Bus Company, C. C. Higgins, Pres., Burnsville, N. C.

Burnsville to Marion, via Micaville, Harvard, Busick, Buck Creek, 69, 104, 10.

High Point-Asheboro Bus Line, J. R. Hinshaw, Asheboro, N. C.

High Point to Asheboro, via Randleman, 77 and 70.

Hillsboro-Chapel Hill Bus Line, Hillsboro, N. C. John T. Johnson, Owner, care Union Bus Station, Durham, N. C.

Chapel Hill to Virginia State Line, via Hillsboro and Yanceyville, 14. Same route for both passenger and freight lines.

Hoyle's Bus Transfer, J. M., Gastonia, N. C. 12½ W. Main Ave., Box 264, J. M. Hoyle, Owner.

Gastonia to Cramerton, via Lowell, McAdenville and Ranlo, 20.

Huffman, W. R., Trenton, N. C.

From Trenton to other cities and towns. (Class F)

Independent Coach Line, Inc., Waynesville, N. C. W. L. Massie, Pres.; O. R. Martin, Sec. and Treas.

Asheville to Murphy, 10.

Independent Touring Car Line, Inc., H. F. Corpening, Pres. Asheville, N. C.

Asheville to Hendersonville, 29.

Inter-Carolinas Motor Bus Co., Inc., Joel W. Wright, Gastonia, N. C.

Shelby to Morganton, 18; Gastonia to Cherryville, via Bessemer City, 20 and County Road; Gastonia to Clover near State Line on to York and Rock Hill, S. C.; Gastonia to Grover near State Line on to Gaffney and Spartanburg, S. C.; Rutherfordton to Tryon, 19; Shelby to Rutherfordton, 20; Shelby to Lincolnton, 206 and 20; Murphy to North Carolina-Georgia State Line, destination Atlanta, Ga., 10.

Interior Motor Express Co. Inc., R. G. Wallace, Sec. and Treas., Carthage, N. C.

Raleigh to Charlotte, via Sanford, Carthage, Biscoe and Albemarle, 10, 50, 75, 74, 109, 51, 515, 74, 27; Durham to Sanford, 75.

Interstate Motor Freight & Express Line, W. R. Vass, Mgr., Galax, Va.

Mount Airy to North Carolina-Virginia State Line, 66, destination Hillsville, and Pulaski, Va.

Interstate Scenic Coach Line, P. R. Durham, Greenville, S. C.

Brevard to North Carolina-South Carolina State Line, via Highway 284, destination Greenville, S. C.

Landreth, E. D., Greensboro, N. C.

Greensboro to Mt. Gilead; Greensboro to Winston-Salem, 60; Greensboro, Asheboro and Ramseur, 70 and 75; Greensboro, Salisbury and Statesville, 10; Charlotte, Salisbury, Albemarle, Badin, 15, 80, 21.

Laurinburg & Southern Railroad Co., G. Y. Jones, Gen. Mgr. Laurinburg, N. C. Laurinburg to Raeford, 24.

Leaksville-Danville Bus Line, J. C. Gilley, Owner, Spray, N. C.

Leaksville, N. C., to State Line on route to Danville, Va.

Leaksville-Reidsville Bus Line, Eugene Wilson and A. W. Foley, Spray, N. C. Reidsville to Leaksville, 65, 709.

Leigh & Durham, A. B. Leigh and E. L. Durham, Chapel Hill, N. C.

Durham to Chapel Hill, 75.

Lenoir-Blowing Rock Line, Inc., L. L. Pipes Vice-Pres., Lenoir, N. C.

Hickory to Boone, via Lenoir and Blowing Rock, 17; Morganton to North Wilkesboro via Lenoir, 18.

Lucas Bus Line, J. P. Lucas, 329 County St., Suffolk, Va. (For transportation of colored persons only.)

Norfolk, Va., to Elizabeth City, N. C., 34.

- Mars Hill Bus Line, A. E. Carter, W. L. Edge, Mars Hill, N. C.
Asheville to Mars Hill, via Forks of Ivy and Weaverville, 29 and 69.
- Mashburn, G. E., Franklin, N. C.
Dillsboro to Franklin, 285.
- McBride Transportation Line, R. W. McBride, Biscoe, N. C.
Winston-Salem to Fayetteville, via High Point, Asheboro, Biscoe, Pinehurst, Southern Pines, Aberdeen and Raeford, 77, 70, 75, 702, 50, 70, 24.
- McPherson Bus Line, L. & L. McPherson, 528 N. Road St., Elizabeth City, N. C.
Elizabeth City to State Line, destination Norfolk, Va., 34 and 341; Elizabeth City to State Line, destination Norfolk, Va., 34, via Camden, Belcross, Gregory, Shawboro, Snowden and Moyock; Elizabeth City to Washington, via Edenton, Windsor and Williamston, 342, 30.
- Miller, S. H. & Son, Canton, N. C.
Asheville to Waynesville, via Canton, 10.
- Miller Transfer Company, Carl E. Miller, West Jefferson, N. C.
Boone to Elkin, via Sparta, West Jefferson, 69 and 26.
- Mitchell, J. E., Kinston, N. C.
Kinston to Washington, via Greenville, 11 and 91.
- Moses, Allen (Colored) Goldsboro, N. C., Allen and Leroy Moses, Owners.
Goldsboro to Clinton, 40 and 24.
- Murrell's Express, Z. E. Murrell, Jr., Box 138, Jacksonville, N. C.
Jacksonville to Wilmington, 30.
- George T. Musselman, 304 Nutt St., Wilmington, N. C.
Wilmington to Southport, via Town Creek, Bolivia, Supply, Shallotte, 30.
- Nash Bus Line, Roy Millhouse, Wilson, N. C.
Wilson to Rocky Mount, via Elm City and Sharpsburg, 40.
- New Bern-Atlantic Transportation Company, Roy Fulcher, Stacy, N. C.
New Bern to Atlantic, via Beaufort and Morehead City, 10, 101 and County Roads.
- North Carolina-Virginia Motor Express, Inc., F. P. Johns, Sec., Mt. Airy, N. C.
Mount Airy to North Carolina-Virginia State Line, destination Galax, Va., 66.
- Oriental Bus Line, T. H. Stapleford, Oriental, N. C.
Oriental to New Bern, 302.
- Piedmont Bus Line, 821 Glenwood Ave., P. H. Holt, Greensboro, N. C.
Greensboro to Mayodan, via Stokesdale and Madison; Greensboro to Sanford, 60.
- Queen City Coach Company, L. A. Love, Mgr., Charlotte, N. C.
Asheville to Wilmington, via Rutherfordton and Charlotte, 20; Lumberton to Fayetteville, 22; Hendersonville to Bat Cave, 28.
- Rapid Transit Company, R. E. Ricks and W. L. Harrington, Greenville, N. C.
Washington to Wilson, via Greenville, 91; Williamston to Rocky Mount, 90; Greenville to Bethel, 11.
- Red Top Bus Line, W. M. Shelton, Owner, Greenville, S. C.
Hendersonville, N. C., to State Line at Chestnut Springs on route to Greenville, S. C., 29.
- Reece Transfer, A. C. and W. H. Reece, Zionville, N. C.
Boone to North Carolina-Tennessee State Line via Vilas and Zionville, destination Bristol, Tenn., 60.
- Respass, J. B., Oriental, N. C.
New Bern to Oriental, 302.
- Royal Blue Transportation Company, Inc., L. F. Barnard, Pres., Greensboro, N. C.
Greensboro to North Carolina-Virginia State Line, destination Danville, Va., 70.
- Safety Transit Lines, Inc., S. T. Gresham, Pres., Raleigh, N. C.
Raleigh to Weldon, 50, 58, 48, 40; Rocky Mount to Franklinton, 90 and 56; Fayetteville to Kinston, via Clinton and Warsaw, 24, 40, 11; Raleigh to

- Wilmington, 10, 40. Wilson to Dunn, 22; Norlina to State Line, 50; Wilson to Greenville, 91, operation by lease; Charlotte to Raleigh, via Albemarle and Sanford, 27, 74, 50; Durham to Henderson, via Oxford, 57, 75.
- Seashore Transportation Co., James M. West, Pres., New Bern, N. C.
Wilmington to New Bern, 30; Goldsboro to Morehead City, 10, 101; also Goldsboro to Morehead City, 12, 10, 30 to New Bern, thence via 10 and 101 to Morehead City; New Bern to Washington, 30, 91; New Bern to Oriental, 302; New Bern to Beaufort, via Havelock, 10.
- Shore, W. W., Boone, N. C.
North Wilkesboro to Boone, 60; Vilas to Elk Park, via Valle Crucis and Banner Elk, 69; Boone to Todd, 69.
- Shugart, C. A., Statesville, N. C.
Statesville to Elkin, 26.
- Smith-Kirby Transfer, E. H. Kirby, Mgr., Lenoir, N. C.
Hickory to Boone, via Lenoir and Blowing Rock, 17; Lenoir to Statesville, via Taylorsville, 18, 75; Morganton to North Wilkesboro, via Lenoir, 18; Blowing Rock to Linville, 175; Linville via Newland, Cranberry and Elk Park to State Line, 175, 194.
- Southerland Brothers, A. D. and N. M. Southerland, Goldsboro, N. C.
Goldsboro to Washington, via Kinston and Greenville, 10, 11, 91.
- Southern Coach Company, G. T. Elliott, Pres., Greensboro, N. C.
Greensboro to Charlotte, 10, 15, Charlotte to North Carolina-South Carolina Line, destination Rock Hill, S. C., 26 and 261.
- Stafford Express, G. R. Stafford, 908 Horton St., Greensboro, N. C.
Greensboro to Southern Pines, via Pinehurst, Sanford and Carthage, 60, 74, 702; Southern Pines to Fayetteville, via Aberdeen and Raeford, 50, 70, 24; Durham to Reidsville, via Roxboro, Prospect Hill and Yanceyville, 13, 14, 144, 65.
- Stallings Transfer Service, M. L. Stallings, Spring Hope, N. C.
Raleigh to Rocky Mount, 90; Zebulon to Rocky Mount via Wilson, 91 and 40.
- Statesville-Salisbury Coach Company, C. M. Shouse, Mgr., Statesville, N. C.
Salisbury to Statesville, via Newton 10.
- Statesville-Taylorsville-Lenoir Bus Line, Lee Meadlock, Lenoir, N. C.
Statesville to Lenoir, via Taylorsville, 18, 75.
- Swanquarter-Belhaven Motor Bus Line, J. Allen Harris, Swanquarter, N. C.
Passenger Line: Swanquarter to Washington, via Belhaven, 91.
Freight Line: Swanquarter to Belhaven, 91.
- Tennessee Transit Company, J. D. Leach, Johnson City, Tenn.
Asheville to Tennessee-North Carolina State Line, destination Johnson City, Tenn., 20, 29, 208, 211.
- Transit Corporation of Norfolk, J. B. Barco, Treas. and Mgr., 210 East 24th St., Norfolk, Va.
Rocky Mount to Weldon, 40; Weldon to Winton, 48; Rocky Mount to Tarboro, 90; Tarboro to Rich Square, 12; Rich Square to Aulander, 305; thence via 30 to the North Carolina-Virginia State Line, near Corapeake; Tarboro to Bethel, 90; Bethel to Greenville, 11; Point Harbor to Sligo, 344; Silgo to North Carolina-Virginia State Line, destination Norfolk, Va., 34.
- Truck Transfer Company, Bristol, Va.-Tenn., Frank Goodpasture, Pres., Geo. K. Taylor, Sec.
Route 194 from Tennessee-North Carolina Line, near Elk Park, N. C., via Cranberry, 69 to Spruce Pine and Burnsville to Forks of Ivy, thence No. 29 via Weaverville over No. 20 to Asheville; Route 194 Cranberry to Newland, thence over No. 175 to Blowing Rock; Elk Park, via No. 69 to Banner Elk.
- Tuckaseegee Bus Line, Herman Martin, Waynesville, N. C.
Sylva to Rich Mountain, County Road.
- Weaverville Bus Line, S. L. Moore, Marion Holcombe, Asheville, N. C.
Asheville to Weaverville, 29.

Winston-Elkin Motor Express, V. L. Renegar, Elkin, N. C.

Winston-Salem to Elkin, 60, 26.

The Woodie Transfer Line, E. O. Woodie, West Jefferson, N. C.

Passenger Line: North Wilkesboro, N. C., to the North Carolina-Tennessee State Line, destination Bristol, via Highways 60 and 68 via West Jefferson and Warrensville; also via Highway No. 60 via Boone and Zionville.

Freight Line: West Jefferson to North Wilkesboro, No. 68.

Yelverton Brothers, Inc., C. R. Yelverton, Mgr., Fremont, N. C.

Weldon to Wilmington, 40; Chadbourn to Wise, 20, 22, 21 and 50, via Lumberton, Fayetteville and Raleigh.

FREIGHT RATES

NORTH CAROLINA EXCEPTION SHEET NO. 8

TO

SOUTHERN CLASSIFICATION

Supersedes North Carolina Exception Sheet No. 7. Applies to freight traffic between points within the State of North Carolina. Applicable to all transportation companies. Subject to change on legal notice. Issued May 15, 1926. Effective June 1, 1926.

GENERAL RULES

MINIMUM CHARGE.—The minimum charge for small shipments shall be for actual weight at the tariff rates, but not less than 50 cents for any single shipment.

When a less than carload shipment moves under a rate made by a combination of separately established rates in the absence of a joint through rate, the minimum charge of fifty (50) cents will apply to the continuous through movement and not to each of the separately established factors.

RULE TO PREVENT OVERLOADING OF CAR WITH FOREST PRODUCTS

Cars containing lumber and articles taking lumber rates may be loaded in excess of the marked capacity to the extent of ten per cent of the said marked capacity, provided that said ten per cent does not exceed 4,000 pounds, and cars so loaded will be charged for at the regular carload rating, but if the weight in excess of marked capacity of car exceeds 4,000 pounds, the transportation company may decline to accept same for transportation until the load has been lightened to conform to the rule as above.

In order to arrive at weights, it will be the duty of shippers to furnish transportation companies information as to the contents of cars, the quantity, kind, dimension and condition (whether green or dry), so that an estimate can be made of the weight by use of the classification giving estimated weights.

This rule applies only at points where scale weights are unobtainable.

ALLOWANCE FOR WEIGHT OF STANDARDS, STRIPS AND SUPPORTS ON OPEN-TOP CARS LOADED WITH LUMBER

An allowance of 500 pounds per car will be made to cover the weight of standards, strips, and supports used in securing lumber on flat, gondola, or other open-top cars, but in no case shall the charge per car be less than the minimum carload weight.

When two or more cars are used to transport extra length lumber, an allowance of 500 pounds will be made for each car used to cover the weight of standards, strips and supports, if used, subject to the established minimum carload weights applicable for the number of cars used.

Where dunnage is used, notation shall be made on bills of lading to that effect; otherwise, no allowance will be made.

No allowance will be made on forest products other than lumber when so loaded.

CARLOAD MINIMUM WEIGHT ON GRAIN AND GRAIN PRODUCTS

The carload minimum weight on Grain and Grain Products, except flour, in straight or mixed carloads when in packages will be 30,000 pounds. When in bulk, minimum weight as shown in Classification and Exceptions governing rates will apply.

ESTIMATED WEIGHTS WHEN ACTUAL WEIGHTS ARE NOT ASCERTAINED

Except where otherwise shown in individual items, when the actual weight of the articles named below is not ascertained at point of shipment, or at destination, or in transit, the following estimated weights shall govern:

<i>Article</i>	<i>Weight</i>	
Clay, per cubic yard.....	3,000 lbs.	
Gravel, viz.:		
Washed, per cubic yard.....	2,800 lbs.	
Other than washed, per cubic yard.....	3,200 lbs.	
	<i>Green</i>	<i>Seasoned</i>
Laths, Cypress or Yellow Pine, per 1,000.....	900 lbs.	550 lbs.
Laths, other than Cypress or Yellow Pine, per 1,000...	750 lbs.	500 lbs.
Lumber, per 1,000 feet, viz.:		
Rough, viz.:		
Ash (black).....	5,000 lbs.	3,500 lbs.
Basswood and Butternut.....	4,000 lbs.	2,750 lbs.
Chestnut, Cottonwood, and Cypress.....	5,000 lbs.	3,000 lbs.
Gum (red).....	5,000 lbs.	3,750 lbs.
Elm (soft).....	5,000 lbs.	3,500 lbs.
Gum (sap).....	5,000 lbs.	3,250 lbs.
Hemlock.....	4,000 lbs.	3,000 lbs.
Hickory.....	6,000 lbs.	5,000 lbs.
Oak.....	6,000 lbs.	4,500 lbs.
Poplar.....	4,000 lbs.	3,000 lbs.
Yellow Pine, under 6 inches in thickness.....	5,000 lbs.	4,000 lbs.
Yellow Pine, 6 inches and over in thickness.....	4,500 lbs.	4,000 lbs.
White Pine.....	4,000 lbs.	2,750 lbs.
N. O. S.....	6,000 lbs.	4,000 lbs.

NOTE.—Rough lumber less than one inch in thickness to be assessed on a proportionate basis of above.

Dressed, viz.:

	<i>Green</i>	<i>Seasoned</i>
Cypress, Gum, Poplar, and Yellow Pine, viz.:		
$\frac{3}{8}$ -in. Ceiling.....		1,000 lbs.
$\frac{1}{2}$ -in. Ceiling.....		1,300 lbs.
$\frac{5}{8}$ -in. Ceiling or Partition.....		1,600 lbs.
$\frac{3}{4}$ -in. Ceiling or Partition.....		2,000 lbs.
$1\frac{1}{16}$ -in. Ceiling, Partition, or Flooring.....		2,200 lbs.
Drop Siding.....		2,200 lbs.
Shiplap and Tongued and Grooved Boards, $\frac{3}{4}$ -in.....		2,300 lbs.
Shiplap and Tongued and Grooved Boards, $1\frac{3}{16}$ -in.....		2,500 lbs.
Siding, Bevel, from 1-in. stock.....		1,100 lbs.
Siding, Bevel, from $1\frac{1}{4}$ -in. stock.....		1,400 lbs.
Siding, Square Edge, from $1\frac{1}{4}$ -in. stock.....		1,600 lbs.
$1\frac{3}{16}$ -in. Boards.....		2,600 lbs.
N. O. S.....	4,000 lbs.	2,750 lbs.
Sand, per cubic yard.....		3,000 lbs.
Shingles, green, per thousand.....		600 lbs.
Shingles, seasoned, per thousand.....		500 lbs.
Staves, Headings, or Hoop Poles, green, car loaded to depth of forty-three inches, per car.....		30,000 lbs.
Staves, Headings, or Hoop Poles, seasoned, car loaded to depth of fifty inches, per car.....		30,000 lbs.
Stone, not dressed, per cubic foot.....		160 lbs.
Tan Bark, green, per cord.....		2,600 lbs.
Tan Bark, seasoned, per cord.....		2,000 lbs.
Telegraph Poles, Fence Posts, or Rails, per cord.....		3,500 lbs.

Turpentine, in barrels, per barrel containing not over 52 gallons (the weight of each gallon in excess of 52 gallons to be computed on basis of 7.2 lbs. per gallon).....	432 lbs.
Wood, green, per cord.....	3,500 lbs.
Wood, seasoned, per cord.....	3,000 lbs.

Rates named in tariffs applying between points in North Carolina are governed by the Southern Classification with the exceptions contained herein.

EXPLANATION OF CHARACTERS

1.....Stands for First Class	S.....Stands for Special.
2.....Stands for Second Class.	S. U.....Stands for Set Up
3.....Stands for Third Class.	L. C. L.....Stands for Less Than Carload.
4.....Stands for Fourth Class.	C. L.....Stands for Carload.
5.....Stands for Fifth Class.	N. O. S.....Stands for Not Otherwise Specified.
6.....Stands for Sixth Class.	K. D.....Stands for Knocked Down.
1½.....Stands for 1½ Times First Class.	O. R. B.....Stands for Owner's Risk of Breakage.
D 1.....Stands for Double First Class.	O. R. L.....Stands for Owner's Risk of Leakage.
3 T 1.....Stands for Three Times First Class.	O. R. C.....Stands for Owner's Risk of Chafing.
4 T 1.....Stands for Four Times First Class.	
A, B, C, D, E, F, H, K, L, M, N, O, and P stand for Classes A, B, C, D, E, F, H, K, L, M, N, O, and P, respectively.	

Ratings

Agricultural Implements, C. L., viz.:

Beams, Plow, loose or in pkgs., 24,000 lbs. min.....	A
Handles, Plow, loose or in pkgs., C. L., 24,000 min.....	P

Agricultural Implements, L. C. L.:

Cotton Choppers; same as Cultivators.	
Cotton Planters, K. D., packed.....	4
Cultivators, K. D., packed.....	4
Diggers, Potato; same as Plows, N. O. S.	
Drills (two-horse), Grain, S. U.....	1
Fertilizer Distributors, K. D., packed.....	4
Harrows of all kinds and Harrow Frames.....	4
Harvesters and Pickers, Cotton.....	1
Manure Spreaders, S. U.....	1
Mowing and Reaping Machines, Binders and Harvesters, whether combined or separated, S. U.....	1
Planters, Potato; same as Plows.	
Plow Handles, boxed, crated or in bundles.....	A
Plow Beams, in bundles.....	A
Plow Singletrees.....	5
Plows, Gang and Sulky, K. D.....	4
Plows, N. O. S., set up.....	2
Same, K. D.....	4
Presses, Cider, Hay, and Cotton, K. D.....	4
Rakes, Wheeled, other than Hand, S. U.....	1
Tedders, Hay, set up, L. C. L.....	1

Asbestos Products, viz:

Millboard:	
In boxes or crates or in burlapped rolls, L. C. L.....	4
In packages named, carload min. wt. 30,000 lbs.....	5
Packing:	
Compounded or reinforced, braid or wick not compounded nor reinforced, in bales or burlap rolls or in barrels or boxes, L. C. L.....	4
Same, carload, in packages named, min. wt. 30,000 lbs.....	5
Roofing, in rolls, crated, or in cases, L. C. L.....	6

Bags:

Burlaps or Gunny and Burlaps, new or old, in bags or bundles, bales, boxes, or rolls, L. C. L.....	6
Cotton, new or old, clayed or other than clayed, in bales, boxes, barrels, or bundles, L. C. L.....	5
Paper, in bales, boxes, bundles, or crates, L. C. L.....	6

Bark, viz.:

Ground in bags.....	A
Tan, packed, L. C. L., 20 per cent higher than Class K.	
Tan, C. L., minimum when cars of 36 feet in length or over are used, 24,000 lbs.; cars under 36 feet in length, 20,000 lbs. Lumber rates.	
Barrels, half-barrels, and kegs, empty, wooden, tight-cooperage, estimated wt. 75 lbs. each, L. C. L.....	5
Barrels, empty, wooden, C. L., min. wt. 10,000 lbs.....	6
Barrels, empty, iron or steel, estimated wt. 100 lbs. each, L. C. L.....	5
Baskets, Tobacco, wood splint, without tops or handles, nested, in bundles of not less than three baskets, L. C. L.....	2
Blinds, Doors, and Frames, L. C. L.....	4
Same, C. L., min. wt. 24,000 lbs.....	6
Blocks, Concrete Building, L. C. L.....	K
Same, C. L., per car 25,000 lbs.....	P
Boiler or Pipe Covering, asbestos, felt, or magnesia, separate or combined, in blocks, forms, or sheets:	
In barrels, boxes or crates, L. C. L.....	3
Loose or in packages, C. L., 24,000 lbs. min.....	5

Boxes, empty, viz.:

Packing cases or crates, old, which were originally filled with paper boxes for knitting factory products, L. C. L.....	4
Paper, nested (two or more), packed in wooden boxes or crates, L. C. L.	2
Paper not nested, packed, L. C. L.....	1½
Paper, folding, K. D., packed, L. C. L.....	3
Paper, packed, C. L., min. wt. 10,000 lbs.....	4

Brick:

Common, in barrels, boxes or crates, with or without tops, less carload (see Note), 20 per cent higher than carload.

NOTE.—Shipments of common brick will be accepted loose, owners to load and unload, only when in quantities of 20,000 pounds or over; *Provided*, that shipments may be accepted in quantities of less than 20,000 pounds and charged for at weight of 20,000 pounds.

Brick, Hollow and Tile, Building and Roofing, in straight or mixed C. L., min. wt. 30,000 lbs.....	K
Building Material, wooden, consisting of Lumber, rough or dressed, Laths, Shingles, Window and Door Frames, Sash (glazed or not glazed), Doors (glazed or not glazed), Blinds (glazed or not glazed), Carpenter's Mouldings, Balusters, Baseboards, Casings, Porch Columns, Newels, Stairwork or Wainscoating, mixed C. L., per car 20,000 lbs. (see Note).....	O

NOTE.—The above classification will not apply on straight or mixed carloads of sash, doors and blinds only.

Canned Goods, viz.:

Fish, Fish Roe, Oysters, Fruits, Vegetables, Meats and Condensed Milk (see note) in metal cans, packed in boxes, crates or barrels, L. C. L. 4

NOTE.—Condensed Milk (except in glass or earthenware): Condensed or Evaporated Milk, containing vegetables, fat or chocolate and malt, in metal cans;
Evaporated Cream;
Milk, powdered or flaked, (will not apply when in glass or earthenware).

Cans, empty, roving, leatheroid, fiber, paper or tin, for cotton or woolen mills, in straight C. L., or with mixed C. L. of cotton or woolen mill machinery, min. wt. 24,000 lbs..... 6

Cement, viz.:

Cement, in bags, actual weight; in barrels estimated weight; Portland, 400 lbs.; N. O. S., 300 lbs., per barrel, carloads 40,000 lbs., minimum K
Hydraulic, natural or Portland (building cement), in cloth bags, or in barrels, L. C. L.; 20 per cent higher than C. L. rates.
Hydraulic, natural or Portland (building cement), in cloth bags or in barrels, and lime in barrels, mixed C. L., min. wt. 40,000 lbs.; same as cement C. L.

Ratings

Charcoal, Wood viz.:	
Charcoal, C. L., min. wt. 24,000 lbs.....	L
In cloth sacks, barrels or casks, L. C. L.....	A
Cheese, packed in wood.....	4
Cigarettes, viz.:	
In wooden boxes, strapped or with ends rabbeted.....	2
In fibreboard or strawboard packages (as described in Rule 41, Consolidated Classification No. 4), with all flaps firmly glued and further sealed with paper sealing strip covering the box where the outer flaps meet, or when secured as provided for in Item 1, Note 2, Paragraphs C and D, page 25, Consolidated Classification No. 4, or re-issues	2
In boxes, N. O. S.....	1½
Cigars, boxed; strapped, corded and sealed, with cording passing through each and every board and over each and every seam, in boxes.....	1
Cinders, coal, per car 25,000 lbs.....	P
Clay, viz.:	
Fire, L. C. L., packed.....	K
Same, per car 25,000 lbs.....	P
N. O. S., in boxes, barrels, casks or sacks, L. C. L.....	6
N. O. S., C. L., per car 20,000 lbs.....	O
Cornices and Ornamental Work for Buildings, made of sheet or stamped metal, plain, galvanized or painted, boxed or crated, L. C. L.....	1
Cotton, viz.:	
Cotton, in the boll, in bags or in bulk, C. L., min. wt. 20,000 lbs.....	6
Same, in bags, L. C. L.....	3
Unginned, packed in bags, 2,000 lbs. and over, L. C. L.....	5
Cottonseed Hulls and Meal, mixed or in mixed carloads, or in less than carloads; same as Fertilizer.	
Cottonseed Meal, Ashes and Oil Cake. See Fertilizers.	
Cotton Sweepings, Clippings, Motes or Card Strippings in bales, (refuse of cotton spinning factories, knitting mills or cottonseed oil mills, cotton-gin flues), except in bags.....	A
Dry Goods, viz.:	
<i>Cotton Factory Products</i> , in the original piece, made wholly of cotton, in bales, O. R. of chafing, or packed in rolls covered with burlap, or in boxes, viz.: Backbands made of cotton webbing, Calicos, Cambrics, glazed; Canton Flannels, plain or dyed; Canvas, Cottonades, Checks, domestic; Cheviots, domestic; Cotton Bags, Cotton Bagging (including brown cotton bagging), Cotton Bath Mats, Cotton Towels, Cotton Waste, Crash, linen or cotton; Denims, Drills, Duck, Gingham, domestic; Jeans, corset; Kerseys, Osnaburgs, Plaids, Rope, Sack Material, Sheetings, bleached or brown; Shirting, Silesia, Stripes, domestic; Teazle Cloth, Tickings, Twine, Warp, Webbing, backband; Wicking	5
Same, unless conditions as above named are complied with; same as Dry Goods, N. O. S.	
Yarn, cotton, on beams, wrapped, owner's risk of damage to beam heads, and so stated in bill of lading.....	5
Yarn, cotton, in bales or boxes or on beams wrapped and in boxes or crates	5
Felts, cotton (not batting), in bales.....	5
Hosiery, cotton.....	5
Excelsior, wood, pressed in bales, C. L., min. wt. 20,000 lbs.; Class O plus 10 per cent.	
Fish, viz.:	
Dry, dried, salted or smoked, in bulk, in barrels, boxes or crates.....	5
Fresh, packed, collect, freight guaranteed by shipper, L. C. L.....	2
Fresh, in refrigerator cars, C. L., min. wt. 24,000 lbs.; 6 cents per 100 lbs. higher than Class B.	

Ratings

Pickled or salted, in barrels, half-barrels, kegs or kits.....	6
Fruit, dried, L. C. L., viz.:	
Apples, Pears and Peaches, packed.....	4
Berries, N. O. S.....	4
Fruit, fresh or green, viz.:	
Apples, in bags, barrels, boxes or crates, L. C. L.....	5
Blackberries, Dewberries, Peaches, and Strawberries, packed, owners' risk, for manufacturing or cold packing purposes, in straight or mixed carloads, min. wt. 24,000 lbs.....	6
Blackberries and Dewberries, packed for manufacturing purposes, L. C. L.....	5
Berries, other than Cranberries, packed, prepaid.....	1
Grapes, in casks or barrels, for manufacturing purposes, L. C. L.....	5
Grapes, in casks or barrels, for manufacturing purposes, C. L., min. wt. 24,000 lbs.....	6
Peaches, in standard bushel baskets, boxes, or crates, min. wt. 20,000 lbs.	4
Furniture, C. L., viz.:	
Chairs, finished, K. D., C. L., min. wt. 24,000 lbs.....	5
Chairs, in the white, K. D., C. L., min. wt. 24,00 lbs.....	6
Chairs, Settees and Stools, N. O. S., C. L., min. wt., 10,000 lbs.....	4
Chair Stuff or Stock, N. O. S., parts not joined together, in the rough or in the white, min. wt. 30,000 lbs.....	6
Chair Stock, wood, viz.: Bent arms, in crates or bundles, brace, arms, in sacks, in the rough, any quantity.....	A
N. O. S., min. wt. 12,000 lbs.....	4
Furniture, all kinds, finished or in the white, taking Fourth Class or lower when in straight carloads; in mixed carload, 12,000 lbs. min.	4
Furniture, L. C. L., viz.:	
Bedsteads, N. O. S., wrapped or crated.....	3
Dressers, Chifferobes and Chiffoniers, wrapped or crated.....	3
Chairs, N. O. S., S. U.....	1
Chair Stock, wood, viz.: Bent arms in crates or bundles, brace arms in sacks, in the rough, and quantity.....	A
Cots, K. D. or folded.....	3
Cribs, K. D. or folded.....	3
Desks and Seats, school, S. U. or folded.....	3
Same, K. D.....	4
Desks, N. O. S., wrapped or crated.....	2
Racks, Hat, wrapped or crated, S. U.....	1
Sofas, N. O. S., and Tete-a-tetes, wrapped or crated.....	1
Stands, hall, wrapped or crated.....	3
Tables, K. D., flat.....	3
Table Legs, Slides, Leaves and Supports.....	3
Wardrobes, wrapped or crated, K. D.....	3
Washstands, wrapped or crated.....	3
Furniture, not included in foregoing lists, viz.:	
Bookcases, S. U., wrapped or crated.....	1
Chairs, wood, with case splint, rattan, reed, willow, bamboo or solid wooden seats, whether manufactured of common or hardwood, S. U.	1
Same, K. D., boxed, crated or wrapped in bundles.....	2
Mattresses, cotton, excelsior, fiber, shoddy, shuck or straw.....	3
Springs, bed and furniture, compressed and packed in barrels, casks or boxes.....	3
Springs, bed, spiral or coil, compressed and crated.....	3
Table Rims, wooden (not veneered), packed or securely tied together	A
Glass and Glassware, viz.:	
Bottles, Carboys or Demijohns, old; old bottles, gingerale or other nonalcoholic beverages in barrels, bottle carriers or boxes, L. C. L.	6
Fruit Jars, common, packed, L. C. L.....	4

Ratings

Mirrors, viz.:

Over 3 feet, not exceeding 7x12 feet, packed.....	2
Three feet or under, packed.....	3
Showcases, boxed or crated.....	1½
Window Glass, viz.: Common, L. C. L.....	4

Grain:

In bulk, C. L., 40,000 lbs. min.....	D
Corn on Cob, in shuck, in bulk, C. L. 30,000 lbs. min.....	D
Graphite, crude, C. L., per car 25,000 lbs.....	P
Grits, in bags; same as Cornmeal.....	
Hay, Fodder and Straw, pressed in bales, L. C. L.....	6
Hominy, in bags; same as Meal, corn.....	
Husks or Shucks, compressed in bales, L. C. L.....	6
Ice, prepaid or guaranteed, C. L., min. wt. 24,000 lbs. (see Note).....	L

NOTE.—With shipments of ice in C. L. lots, 1,000 lbs. of sawdust, chaff, or other packing will be allowed free.

Ice, L. C. L., packed, prepaid or guaranteed; 100 per cent per 100 lbs. higher than C. L. (Not subject to minimum class rate.)

Iron and Steel Articles (not boxed or crated unless so specified), viz.:

Bars, grate (each shipment weighing 200 lbs. or over in one or more pieces), L. C. L.....	A
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Castings, viz.:

In boxes, kegs, barrels, casks or crates (not machinery or sewing machines)	5
Unpacked (not machinery, parts thereof), each piece weighing under 200 lbs.....	5

Castings, weighing over 200 lbs.; see Special Iron.

Covers, manhole, packed and contents described, or in bundles, wired 5

Dog Irons, cast; same as Castings.

Flue, iron; same as sheet Iron.

Iron, sulphate of, shipped to fertilizer factories; see Fertilizers.

Forgings; same as Castings.

Lathing, expanded iron..... 5

Nails, in boxes (horse and mule shoes)..... 5

Picks, in bundles, barrels or kegs; see Special Iron.

Pipe Joints or Fittings, consisting of Elbows, Traps, Tees, Crosses,

Bushings, Plugs, Couplings and Caps (made entirely of iron, and without brass or other trimmings or fixtures) (see Note), packed or not packed, L. C. L..... 6

Same, C. L.; see Special Iron.

NOTE.—The above ratings will apply on Elbows, Traps, Tees, and Crosses, with brass screw clean-out plugs or brass or bronze stay-rods.

Rails, iron or steel, any quantity..... A

Safes, viz.:

Each weighing over 3,000 lbs. and not over 6,000 lbs.....	3
Each weighing 3,000 lbs. or less.....	4
Scrap Iron, packed or loose, C. L., min. wt. 40,000 lbs.....	K
Same, packed, L. C. L.....	A

Sheet Iron, viz.:

Cut in strips for stove pipe, nested flat and crated.....	6
Plain, Galvanized or Corrugated.....	6

Iron and Steel, special, consisting of the following articles:

NOTE.—Commodity rates on "Special Iron" will apply on all articles enumerated in the following list. In the absence of commodity rates, Class A rates will apply.

Architectural and Structural, consisting of Columns, Pedestals, Capitals, Saddles, Door and Window Jambs, Plates, Sills, Studding, Lintels, Rolled Beams, Angles, Channel Bars, Girders and Tees or Zees

Axles, car..... A

Axles, carriage or wagon, loose or wired together.....	A
Bar, Band, Hoop, Rod, Plate (not planished or polished), Boiler, all unpacked	A
Bar, steel, or steel bars, polished or not polished, packed or unpacked	A
Bolts, Nuts, Rivets and Washers, packed or in bags or bundles.....	A
Boxes and Skeins, vehicles, in kegs, barrels or casks.....	A
Boxes and Skeins, wagon, axle, loose, owners to load and unload, C. L.	A
Bridge Material.....	A
Castings (not machinery or parts thereof), each piece weighing 200 lbs. or over, unpacked, O. R. B.....	A
Castings or Forgings, parts of compresses, each piece weighing 2,000 lbs. or over, owners to load and unload.....	A
Castings, C. L., viz.: Castings, rough, N. O. S. (not machinery nor parts thereof, nor sewing machines nor parts thereof, nor stove castings), packed in kegs, barrels, or loose.....	A
Chains, in barrels or casks.....	A
Chains, loose or in coils.....	A
Crowbars	A
Draft Iron.....	A
Elevator Weights.....	A
Filings, Iron.....	A
Fishbars, Fastenings, and Rail Braces.....	A
Frogs, Railroad.....	A
Harrow Teeth, in kegs or barrels.....	A
Jail Plate.....	A
Lap Rings.....	A
Mattocks, in bundles, barrels or kegs.....	A
Nails and Spikes, in kegs, estimated weight 106 lbs. per keg.....	A
Nails and Spikes, in double kegs, estimated wt. 208 lbs. per keg.....	A
Nails, cement coated, in kegs.....	A
Nails, wire, in kegs, estimated wt. 106 lbs. per keg.....	A
Nails, wire, in double kegs, estimated wt. 208 lbs. per keg.....	A
Picks, in bundles, barrels or kegs.....	A
Pipe, cast	A
Pipe, lined with cement.....	A
Pipe Joints or Fittings, consisting of Elbows, Traps, Tees, Crosses, Bushings, Plugs, Couplings and Caps (made entirely of iron, and without brass or other trimmings or fixtures) (see Note under Pipe Fittings, L. C. L.), packed or not packed, C. L.	A
Pipe Fittings, wired in bundles, C. L.	A
Pipe, wrought, all kinds, including conduit.....	A
Plow Clevises, Couplers, Frogs, Heel Bolts, Moulds, or Plant Fenders (in bundles, or in kegs, barrels or casks), Plates, Points and Wings	A
Plow Steel	A
Poles, electric light or railway.....	A
Posts, fence, railroad.....	A
Rust, iron	A
Sadiron, in barrels or casks, released.....	A
Sadiron, in boxes, contents to be plainly marked on boxes, and contract to be made by shipper that no other articles shall be put in the boxes	A
Sash Weights, unpacked.....	A
Shoes, horse, mule and ox, in kegs (estimated weight 106 lbs. to keg)	A
Stand Pipes, K. D.	A
Staples, fence, in barrels or kegs.....	A
Timber Hangers	A
Tires, wagon	A
Trucks, car	A
Trusses, Bridge or Building.....	A
Wheels, car	A

Ratings

Wire, fence, iron (not woven), on reels or in coils, loose or packed in barrels, O. R. of wet and rust..... A

NOTE.—On mixed carloads of iron fence and wire nails the carload rate on the highest classed article may be applied.

Tubs, viz.:

Tubs, bath 3

Tubs, galvanized iron, closely nested..... 3

Vises 4

Kainit, when shipped to fertilizer factories; see Fertilizer Material; when in less than 25-ton shipments, Fertilizer rates apply.

Knitting Factory Products, made wholly of cotton, in bales O. R. C., or in boxes when specific name of article and shippers' name are plainly marked on outside of package and stated in receipt or bill of lading 5

Leather, in bales or rolls or boxes, L. C. L. 3

Lime, viz.:

Other than spent, in packages or bulk, C. L., min. wt. 24,000 lbs., actual weight to be charged for; Class K less 10 per cent.

Same, in waterproof bags or barrels, L. C. L.; 20 per cent higher than C. L.

Acetate of, L. C. L. 6
Same, C. L.; same as Fertilizers.

Carbonate of, in barrels or casks; same as Lime.

Chloride of, in barrels or casks..... 6

In barrels, and Cement in bags or barrels, mixed C. L., min. wt. 40,000 lbs.; same as Cement, C. L.

Slaked, for agricultural purposes, in bulk or bags; 20 per cent less than Fertilizers.

Livestock, subject to Rules, Estimated Weights and Valuation of Southern Classifications.

Livestock, L. C. L. 4

Locks, viz.: Padlocks and Rim-locks..... 3

Lumber, native wood, rough or dressed (see Notes 1 and 2), C. L. 24,000 lbs. min. P

Lumber, native wood, rough or dressed (see Notes 1 and 2), L. C. L.; 20 per cent higher than Class K.

NOTE 1.—The following articles will take Lumber rates: Barrel Material (Cooperage stock); Box Material or Shooks for manufacture of packing cases or crates (not including Cigar Box Material); Casings; Ceiling (Wooden); Cooperage Stock; Cross-arms, Wooden; Cross-ties; Flooring; Heading and Heading Bolts; Hoop Poles; Hoop Splits; Hoops; Laths; Lumber Laths and Shingles in Mixed Carloads; Mouldings, Carpenters, Without Ornamentation; Paving Blocks, Wooden; Pickets Wooden; Piles; Planks or Boards, edges glued together; Poles, Hoops, Telegraph and Telephone; Posts, Fence; Shingles and Shingle Bolts; Siding; Shooks, Boxed or crated (not including Cigar Box Material); Shooks, Barrel Casks or Hogshead; Spoke Timber in the rough; Staves and Stave Bolts; Tank Material; Telegraph Cross arms (without insulator pins or brackets); Ties, railroad; Timber, N. O. S.; Tobacco Box Material.

NOTE 2.—In the absence of scale weights, the following estimated weights will be used:

Laths, green, per 1,000.....	530 lbs.
Laths, dry, per 1,000.....	450 lbs.
Lumber, short leaf rough pine, seasoned, per 1,000 ft.....	3,300 lbs.
Lumber, rough spruce, seasoned, per 1,000 ft.....	2,600 lbs.
Lumber, rough spruce lumber, green, per 1,000 ft.....	3,000 lbs.
Shingles, green, per 1,000.....	350 lbs.
Shingles, dry, per 1,000.....	300 lbs.

Machinery and Machines (see Note), C. L., viz.:

N. O. S., all kinds, boilers, engines or parts thereof, min. wt. 24,000 lbs. 6

NOTE.—Will not apply on tractors.

Machinery and Machines, L. C. L., viz.:

Cotton and Woolen Mill Machinery, viz.:

Beams, wooden, warp, cylinders, spools, bobbins, and shuttles, old 6

Bobbins, Shuttles and Spools, wooden, packed..... 5

Card Flats, old 6

Rollers, iron and steel to be repaired or recovered, rating to apply to both directions 4

Ratings

Engines and Machinery, hoisting.....	4
Pulleys	5
Pulley Wheels and Blocks, manufactured wholly of iron, wired in bundles	4
Marl, C. L., min. wt. 40,000 lbs.; 10 per cent higher than rate on Sand.	
Marl or Green Sand, L. C. L., (not taken in bulk), 80 per cent of less carload Fertilizer rate	
Meal, viz.:	
Soy or Soja bean; Fertilizer rates.	
Corn, N. O. S., except when in paper packages (see Note).....	D
NOTE.—L. C. L. shipments of meal, in cloth bags, each package weighing less than 21 pounds, will not be accepted unless enclosed in burlap, jute, or duck bags. Bill of lading and way-bills for shipment of meal in bags must show number of bags of each size, weighing 21 pounds or over, and the number of burlap, jute, or duck bags containing bags weighing less than 21 pounds contained in the shipment.	
Linseed-oil Meal; same as Meal, Cottonseed; see Fertilizers.	
Meats, all shipments to be charged at actual weight, viz.:	
Fresh, packed or wrapped, L. C. L.....	3
Sausage, fresh, packed.....	4
Sausage, smoked, packed, L. C. L.	6
Sausage Casings, in barrels or kegs.....	4
Melons, prepaid, in barrels with cloth or slatted wooden tops; in baskets with solid or slatted wooden tops; or in barrels, boxes or crates, L. C. L.	5
Melons, C. L.; per car 20,000 lbs.	O
Mica, viz.: Mica, scrap and ground, in bags or barrels, L. C. L.	5
Molasses, viz.:	
Shipments of molasses will be accepted at an estimated weight of 12½ lbs. per gallon, including package, the gallonage to be taken from the marks on the barrel as stenciled by authorized gaugers.	
In barrels or hogsheads.....	6
In tank cars, C. L., subject to Rule 35, Southern Classification.....	6
Marble and Granite (other than Gravestones, Tombstones, Monuments, or parts thereof):	
Blocks or Slabs, marble, slate, granite or stone, rough quarried, not packed; also sawed, sand-rubbed (or slushed), hammered or chiseled, boxed or crated, L. C. L.	A
Same, C. L.; when blocked in or on cars, per car 30,000 lbs.	P
Chips or Cubes, rough or dressed for inlaid or mosaic tiling, L. C. L.	6
Monuments, Gravestones and Tombstones, viz.:	
Marble or granite, not boxed.....	D1
Marble or granite, all kinds, N. O. S.	1
Marble, granite, cement or concrete, including parts of monuments, gravestones (lettered or not lettered, but not sculptured), and not including statuary, in boxes or crates, L. C. L.	4
Same, C. L., min. wt. 30,000 lbs.	6
Nuts, packed in bags, boxes or barrels, viz.:	
Peanuts and Chufas, L. C. L.	5
Nuts, packed in double bags, boxes, or barrels, viz.:	
Chestnuts, L. C. L.	5
Oatmeal, Rolled Oats, or Shredded Oats, in boxes, barrels, kegs, or drums	6
Oils, viz.:	
Cotton-seed, in barrels, crude, L. C. L.	A
Cotton-seed, in barrels, C. L., 30,000 lbs. min.	A
Cotton-seed, in tanks, governed by the following rules, viz.:	
1. Rates when in tank cars will be assessed on basis of shell capacity in gallons, multiplied by 7½ lbs. per gallon.	
2. Tank cars must invariably be loaded to their full capacity, subject to a min. wt. of 24,000 lbs.	
In tank cars, C. L.	A
Creosote or Dead Oil, in barrels, L. C. L.....	4

Ratings

Oil, Petroleum and Petroleum Products (notes and estimated weights as per Consolidated Classification):	
Crude Oil Distillates, Fuel Oil, Gas Oil, Grease (not axle), Refined (illuminated or burning) Oil, Lubricating Oil (not axle grease), Miners' Oil, Paraffin Oil, Paraffin Wax, Road Oil, Soap Oil, Transformer Oil, and Wool Oil, Benzine, Gasoline, and Naphtha, viz.:	
In metal cans, in boxes, L. C. L.....	4
In bulk, in wooden, iron or steel barrels, L. C. L.....	*4
*Will not apply on Benzine, Gasoline, Naptha or Petroleum Liquified Gas in wooden barrels.	
In packages named, C. L., 26,000 lbs. min.....	*6
In tank cars, C. L., min. shell capacity of tank based on 6.6 lbs. per gallon	6
Paper, viz.:	
Glazed, for manufacture of paper boxes or for wrapping purposes, in boxes, crates, rolls or bundles.....	6
Printing, in boxes, crates, rolls or bundles, L. C. L.....	6
Roofing (not composition roofing), in rolls, bundles or crates.....	6
Strawboard and Pulpboard; same as Paper, wrapping.	
Wall, in bundles, boxes or crates.....	3
Wrapping or Lining, in bundles, rolls or crates, L. C. L.....	6
Peas, viz.:	
Dried or split, in boxes, bags or barrels.....	D
Same, in packages or bulk, C. L., 36,000 lbs. min.....	D
Pickles, viz.:	
In buckets or pails, wooden, L. C. L.....	4
In kegs, barrels or casks, L. C. L.....	5
Pipe, viz.:	
Earthen and concrete, drain or roofing (pipe and tile), L. C. L.....	5
Same, C. L., min. wt. 26,000 lbs., subject to packing requirements attached to Class A rating Southern Classification (E. H. Dulaney's I. C. C. No. 19, supplements thereto or reissues thereof).....	A
Earthen or concrete, farm drain or sewer, C. L., per car 25,000 lbs., subject to packing requirements attached to Class A rating in Southern Classification (E. H. Dulaney's I. C. C. No. 19, supplements thereto or reissues thereof).....	P
Same, L. C. L.....	K
Pipe, sewer, earthen or concrete, and fixtures; flues, flue linings, flue tops and chimney caps, and drain tile, earthen or concrete; in mixed carloads, per car 25,000 lbs., subject to packing requirements attached to Class A rating in Southern Classification (E. H. Dulaney's I. C. C. No. 19, supplements thereto or reissues thereof); 25 per cent higher than Class P.	
Pitch, in barrels or casks, N. O. S., C. L., 40,000 lbs. min.....	K
Plaster, viz.:	
Calcined, C. L., 40,000 lbs. min.....	K
Calcined, L. C. L., 20 per cent higher than C. L. rate.	
Cement; same as Cement.	
Land; same as Agricultural Lime.	
Plaster of Paris, L. C. L.....	6
Same, C. L., 40,000 lbs. min.....	A
Wall, in bags or barrels, C. L., 36,000 lbs. min.; Class K. less 10 per cent.	
Wall, in bags, barrels or boxes, L. C. L., 20 per cent higher than C. L. rate.	
Plates, viz.:	
Wooden, including Wooden Butter Dishes and Plates, C. L., min. wt. 15,000 lbs.	6
Wooden Plates or Dishes, nested, packed in crates or boxes, L. C. L.	5
Porch Columns, wooden; same as Blinds, Doors and Frames.	
Potash, muriate and sulphate, when shipped to fertilizer factories; see Fertilizers.	

Ratings

Preserves, Fruit, Butter, and Jellies, viz :

In glass, packed, L. C. L.....	3
In wood, L. C. L.....	4
In cans, boxed, L. C. L.....	4

Pumps and Pump Material, viz :

Steam Pumps, Pumping Engines, and Machinery, L. C. L.....	4
Wooden Tubing, loose or in packages, L. C. L.....	5

Rags, viz :

In bags or bales, not machine pressed, L. C. L.....	3
In barrels, crates, or hogsheads, L. C. L.....	4

Railroad Rolling Stock Equipment :

Locomotives, standard gauge, subject to the following rules :

Basis for Calculation of Freight.—Mileage rates between points governed by this Exception Sheet will be computed upon the basis of the shortest all-rail standard-gauge mileage by available routes of transportation, plus actual arbitraries, subject to a minimum distance of 75 miles for each line, and governed by the mileage shown in individual mileage tariffs, of carriers, parties to this Exception Sheet, lawfully on file with the Interstate Commerce Commission.

Locomotives and Tenders, moved by their own power, owner to furnish fuel and crew, carrier to furnish pilot at expense of owner, 17 cents per mile.

Locomotives and Tenders, dead or on their own wheels, connecting rods and small parts liable to be damaged, at option of carrier, to be taken off and boxed, 23 cents per mile. All expenses for oil, waste and repairs are in addition to the rates and will be at the expense of the owner.

Locomotives and Tenders, loaded wholly on flat cars, 28 cents per mile.

Locomotives, loaded on flat cars and weighing less than 40,000 lbs., same as Machinery, N. O. S.

Roofing, viz :

Cement, in metal cans, in barrels or boxes, or in tubs, kits, pails or barrels, L. C. L.....	5
Slate, in boxes or crates, L. C. L.....	6
Slate, C. L., min. wt. 40,000 lbs.....	K
Roots and Herbs, all kinds, in bags, boxes or barrels, L. C. L.....	4
Roots, ivy, C. L., per car 24,000 lbs.....	P
Rosin, in barrels, L. C. L., 20 per cent higher than Class K.	
Rosin, in barrels, C. L., 36,000 lbs. min.....	K
Rosin Dross; apply Rosin rates.	
Salt, in bulk, in bags, boxes or barrels, C. L. min. wt. 45,000 lbs. (see note)	0
In bags, boxes or barrels, L. C. L., 20 per cent higher than carload rates.	

NOTE.—Where Class O rates are stated per car the rate on salt will be 225 per cent of Class O per car of 20,000 pounds.

Salt Cake; see Fertilizers.

Sash, viz :

Glazed, in boxes, crates or cleated, L. C. L.....	4
Glazed, in packages named, C. L., min. wt. 24,000 lbs.....	6
Unglazed, in boxes, crates or cleated, C. L., min. wt. 16,000 lbs.....	6
Unglazed, in boxes, crates or cleated; same as Blinds.	

Sawdust, C. L., per car 24,000 lbs..... P

Screens, viz :

Door or Window, of wire, in bundles, boxes or crates, L. C. L.....	4
Door or Window, of wire, C. L., min. wt. 18,000 lbs.....	6

Sea Grass, Sea Weed, or Salt Hay, pressed in bales, C. L., 20,000 lbs. min., 20 per cent less than Class D.

Showcases; see Glass and Glassware.

Slush, Soap, Stock or similar material for manufacturing soap, in barrels; same as Cottonseed Oil.

Soap Stock; same as Cottonseed Oil.

Ratings

Soda, viz.:

Nitrate of, L. C. L.; same as Fertilizers, L. C. L.

Nitrate of, C. L.; see Fertilizers and Fertilizer Material, C. L.

Sulphate of, C. L.; same as fertilizers, C. L.

Stoves and Ranges, cast iron, L. C. L. Box and crate requirements will not apply.

Sugar, in barrels or hogsheads, or in cartons or sacks packed in boxes or in single (see Note) or double sacks..... 6

NOTE.—Ratings will apply when the bag is made of cotton cloth weighing not less than 5.6 ounces per square yard and having not less than 96 threads to the square inch, including warp and filling, and of tensile strength not less than 61 pounds in the warp and 68 pounds in the filling, or osnaburg (Cotton Cloth) not less than 7 ounces to the square yard, and having not less than 68 threads to the square inch, including warp and filling, and of tensile strength not less than 61 pounds in the warp and 68 pounds in the filling, or when the bag is made of single cropped and mangled or double calendered burlap weighing not less than 10½ ounces per yard, 40 inches wide, and counting not less than 11 porter (warp) and 12 shots (filling), tensile strength to be not less than 61 pounds in the warp and 68 pounds in the filling. Tensile strength to be determined by what is commercially known as the strip test.

Sumac, viz.:

Leaf, C. L., min. wt. 20,000 lbs..... K

Same, in bags or bales, L. C. L..... 5

Tallow, in barrels or boxes..... B

Tankage, for fertilizer purposes, C. L.; see Fertilizer.

Tar, Coal, in barrels, L. C. L..... A

Same, C. L., 40,000 lbs. min..... K

Tar, in barrels, L. C. L., 20 per cent higher than Class K.

Tar, in barrels, L. C. L., 40,000 lbs. min..... K

Tar Residuum; same as Tar.

Tar, Coal, in tank cars, minimum weight capacity of tank to be charged for at estimated weight of 8½ pounds per gallon..... K

Tile, viz.:

Drain and Roofing; see Pipe.

Building and Roofing and Hollow Brick, in straight or mixed C. L., min. wt. 30,000 lbs..... K

Tin, viz.:

Tin and Terne Plate, in boxes, charged at actual weight, L. C. L.... 5

Tin Roofing, in rolls, crates or boxes, L. C. L..... 5

Tobacco, viz.:

Smoking 2

Unmanufactured, in boxes, barrels, crates or bales..... 4

Unmanufactured, leaf, packed in baskets (see note)..... 4

Unmanufactured, in hogsheads or tierces..... 5

Unmanufactured, loose, in car or on the stick, or in baskets, C. L., min. wt. 10,000 lbs..... 4

NOTE.—Packing requirements: Hands must be placed in tobacco shipping baskets with leaves extending towards the center of the basket, the butts of stems towards the outside, another basket placed inverted on top of the tobacco, pressed down tightly and with not more than 30 inches of space between rims of baskets, the two baskets to be fastened securely by tightly drawn wires (No. 12 gauge or thicker) completely encircling the package on all sides, not less than six wires to be used, ends of wires to be clinched or otherwise secured that they will not come apart.

Tobacco Trash, Sweepings or Stems, ground or unground, packed, L. C. L. or in bulk when in carloads; Fertilizer rates.

Tongue, deer, in bags, bales or boxes, L. C. L..... 5

Twine, viz.: Jute, packed, L. C. L..... 5

Vegetables, not canned or desicated, viz.:

Beets, in barrels, bags, baskets, boxes or crates 6

Cabbage, in bags, baskets, boxes or crates, L. C. L..... 6

Carrots, in barrels, bags, baskets, boxes or crates..... 6

Cucumbers; same as Beets.

Onions, in sacks, L. C. L..... 5

Onions, in barrels, baskets, boxes or crates, L. C. L..... 6

Potatoes, in crates or sacks, L. C. L..... 6

Potatoes, in barrels, bags, baskets, boxes or crates, L. C. L..... 6

Turnips, in barrels, bags, baskets, boxes or crates, L. C. L..... 6

N. O. S., packed, prepaid or guaranteed..... 3

*Ratings***Vehicles, viz.:****Carriages, Buggies, and Trotting Wagons, viz.:**

K. D., boxed or well crated, box or crate not exceeding 34 inches in height, L. C. L.....	2
Boxed or well crated, C. L., min. wt. 10,000 lbs.....	4
Loose, C. L., min. wt. 15,000 lbs.....	3

Vehicles, Horse Drawn, viz.:

Trucks or Wagons, Farm, with or without bodies without springs. Bodies K. D. or flat, or without bodies, gears K. D., loose L. C. L.	4
Trucks, drays or wagons, delivery or freight, with or without springs (see Note). Loose wheels and shafts detached, actual weight subject to minimum charge of 1,000 lbs. each at first class rate, L. C. L.	D1

NOTE.—This description will not cover heavy teaming vehicles.

Vehicle Material and Parts of Vehicles, viz.:

Bodies, finished, carriage, buggy, trotting wagon and wagon; same as Carriages, Buggies, Trotting Wagons, and Wagons, respectively.	.
Bodies and Seats, unfinished; same as Wheels.	.
Hubs, packed in roll or securely tied together.....	A
Rims, packed or securely tied together.....	A
Shafts, Bows, Felloes, Singletrees, Spokes, Hubs and Rims, wood, unfinished, L. C. L.....	5
Spokes, in the rough, packed in bundles.....	A
Same, C. L., loose or in bundles.....	P
Wheels, unfinished, L. C. L.....	4
Wheelbarrows, viz: Iron or wood, K. D., trays nested and strapped, wheels and handles packed separately, L. C. L.....	4

Wood:

Veneer, unfigured, made from woods other than woods of value; Lumber rates.	
Veneer, figured, or made from woods of value; Lumber rates plus 15 per cent.	
Built-up wood faced with unfigured veneer of woods other than woods of value; Lumber rates plus 10 per cent.	
Built-up wood faced with figured veneer, or veneer of woods of value; Lumber rates plus 15 per cent.	

NOTE.—Woods of Value: boxwood; Spanish cedar; cherry; cocobolo; ebony; Granadilla; ironwood; lancwood; lignumvitae; mahogany; rosewood; sandalwood; satinwood; teakwood; vermillion; walnut.

Wool, viz.:

In bags, two or more securely corded together or pressed in bales.....	3
Unwashed, in bags	4

ADDITIONS—CHANGES**NOW READS***Ratings***Brick:**

Common, in barrels, boxes or crates, with or without tops, less carload (see Note), 20 per cent higher than carload.

Note.—Shipments of common bricks will be accepted loose, owners to load and unload, only when in quantities of 20,000 pounds or over: *Provided*, that shipments may be accepted in quantities of less than 20,000 pounds and charged for at weight of 20,000 pounds.

CHANGED TO READ*Ratings***Brick:**

In barrels, boxes or crates, with or without tops, less carload (see Note), 20 per cent higher than carload.

Note.—Shipments of common bricks will be accepted loose, owners to load and unload, only when in quantities of 20,000 pounds or over: *Provided*, that shipments may be accepted in quantities of less than 20,000 pounds and charged for at weight of 20,000 pounds.

By Order of the Commission.

Issued Aug. 9, 1928.

Effective Aug. 25, 1928.

R. O. SELF,
Clerk.

CAR DEMURRAGE RULES AND CHARGES

APPLYING ON

INTERSTATE TRAFFIC AT ALL POINTS IN NORTH CAROLINA APPLICATION

The Car Demurrage Rules and Charges, published herein, apply on In-
trastate traffic at all points on the railroads in North Carolina.

NOTE.—The disposition at point of detention determines the purpose for which a car is held and the rule applicable thereto, except where there is specific tariff provisions to the contrary.

Rule 1—Cars Subject to Rules

Section A.—Cars of either railroad or private ownership, held for or by consignors or consignees for loading, unloading, forwarding directions or for any other purpose (including cars held for loading company material unless the loading is done by the railroad for which the material is intended and on its tracks) are subject to these demurrage rules, except as provided in Section B.

Section B.—The following cars are not subject to these demurrage rules:

1. Cars under load with company material for use of and consigned to the railroad in whose possession the cars are held.

2. Cars under load with livestock. This exemption does not include cars held for or by shippers for loading livestock. Live poultry will not be considered as livestock.

3. Empty cars placed for loading coal at coal mines, coal mine sidings, coal washers, or coke ovens located at or adjacent to the mines producing the coal used in making the coke, and such cars under load with coal, at such mines, mine siding or coal washers, or with coke at such coke ovens: Provided, however, that this exemption applies only at mines, coal washers and coke ovens, at which car distribution rules are applied in lieu of demurrage rules. (See Note 1 to Rule 2, Section B, paragraph 1.)

NOTE.—Coke ovens shall not be considered as adjacent to coal mines when the coal used in making the coke is moved from the mines to the coke ovens under freight tariff rates.

4. (a) Private cars on private tracks when the ownership of the car and track is the same.

NOTE.—Private cars while held under constructive placement for delivery upon the tracks of their owners are subject to demurrage charges after expiration of forty-eight hours' free time. (See Rules 5 and 9.)

DEFINITIONS

Private Car.—A Private Car is a car having other than railroad ownership. A lease of a car is equivalent to ownership. Private cars must have the full name of the owner or lessee painted or stenciled thereon or must be boarded with wooden, metal or card boards showing the full name of owner or lessee, and, if card boarded, the card board must also show initials and number of car and date of shipment. If name of lessee is painted, stenciled or boarded on car, then the car is exempt from demurrage for the lessee only. If name of lessee is not painted, stenciled or boarded on car, then the car is exempt from demurrage for the owner only.

A Private Track is a track outside of carrier's right-of-way, yard and terminals, and of which the carrier does not own either the rails, ties, road-bed or right-of-way; or a track or a portion of a track which is devoted to the purpose of its user, either by lease or written agreement, in which case the lease or written agreement will be considered as equivalent to ownership.

4. (b) Empty private cars stored on railroad or private tracks, including such cars sent by the owner to a shipper for loading, provided the cars have not been placed or tendered for loading on the orders of a shipper. (See Rule 6, Section D.)

Rule 2—Free Time Allowed

Section A.—(1)—Forty-eight hours (two days) free time will be allowed for loading or unloading all commodities. (See Rule 2, Section B, Paragraph 4.)

"LOADING" includes the furnishing of forwarding directions on outbound cars. (See Rule 6, Section C.)

"UNLOADING" includes:

(a) Surrender of bill of lading on shipments billed "to order."
 (b) Payment of lawful freight charges when required prior to delivery of the car.

(c) Furnishing of a "turn-over" order (an order for delivery to another party) after car has been placed for delivery and no additional movement of the car is made.

2. When the same car is both unloaded and reloaded, each transaction will be treated as independent of the other; except that, when loading is begun before unloading is completed, the free time for loading shall not begin to run until the first 7 a. m. after unloading is completed. This will also apply to industries performing their own switching service, in which case the industry must notify the carrier date and time car was unloaded.

3. When a car held for loading or unloading is moved by railroad or private power to another point in the same yard or industry to complete loading or unloading, only forty-eight hours free time will be allowed, except that when the railroad makes a charge for such movement the time incident thereto shall not be computed against the car.

(See Rule 7, Note 2.)

NOTE.—If a consignee wishes his car held at any break-up yard or a hold yard before notification and placement, such car will be subject to demurrage. That is to say, the time held in the break-up yard will be included within the 48 hours of free time. If he wishes to exempt his car from this imposition of demurrage he must either, by general orders given to the carrier or by specific orders as to incoming freight, notify the carrier of the track upon which he wishes his freight placed, in which event he will have the full 48 hours' free time from the time when the placement is made upon the track designated. This "Note" will apply except when in conflict with Rule 2, Section B, Paragraph 1.

Section B.—Twenty-four hours' (one day) free time will be allowed:

1. When cars are held for reconsignment, diversion or reshipment, or held in transit on order of consignor, consignee or owner.

NOTE 1.—This will apply to cars loaded with coal or coke, when moved from mines, mine siding or coke ovens upon instructions of mine owners, operators or shippers and held at weighing stations, classification yards or elsewhere, for forwarding directions.

NOTE 2.—This will not apply to cars subject to Rule 2, Section B, Paragraph 3.

The term "diversion" or "reconsignment" will be applied as defined in the reconsignment tariffs of this railroad, except that under this rule when a car is placed for delivery at destination a "turn-over" (or order for delivery to another party) which does not involve a change in billing records nor an additional movement of the car is not a reconsignment for the purpose of applying these demurrage rules. (See Rule 2, Section A.)

A reshipment is the making of a new contract by which under a new rate the original lading, without being unloaded, is forwarded in the same car to another destination.

2. When cars, destined for delivery to or for forwarding by a connecting line, are held under tariff regulations for surrender of bill of lading or payment of lawful freight charges.

3. When cars are held in transit and placed for inspection or grading, including reconsignment or other disposition orders. At stations where grain and hay must be inspected or graded, the consignee agreeing with the carrier in writing for file at the station, to accept the bulletining of the cars as due and adequate notice of arrival, the bulletins must be posted by 9:00 A. M. of each day, showing the previous twenty-four (24) hours' receipts, and the free time (twenty-four hours) is to be calculated from the first 7:00 A. M. thereafter. Where there is no agreement for bulletining of cars, the free time must be calculated from the first 7:00 A. M. after the day on which notice of arrival is sent or given to the consignee.

4. Except as otherwise provided in Rule 2, Section A, Paragraph 3, when cars are held to complete loading, or to partly unload.

NOTE.—When a car held for unloading is partly unloaded and partly reloaded, 48 hours' free time will be allowed for the entire transaction.

5. On cars containing freight in bond for Customs entry and Government inspection. (See Rule 8, Section F.)

6. When cars are held in transit because of any condition solely attributed to consignor, consignee or owner, not otherwise specifically provided for in these rules. (See Rule 3, Section G.)

Section C.—No free time will be allowed on cars received from switching line and held by this railroad for forwarding directions, except that cars received between 4:00 P. M. and 7:00 A. M. will not be subject to demurrage if forwarding directions are received prior to the following 12 noon. (See Exception below.) (See Rule 3, Section F.)

Rule 3—Computing Time

NOTE.—In computing time, Sundays and legal holidays (National, State, and Municipal), but not half-holidays, will be excluded, except as otherwise provided in Section A of Rule 9. When a legal holiday falls on Sunday the following Monday will be excluded.

Section A.—On cars held for loading, time will be computed from the first 7:00 A. M. after placement on public delivery tracks and without notice of placement, but if not placed within 24 hours after 7:00 A. M. of the day for which ordered, time will be computed from 7:00 A. M. after the day on which notice of placement is sent or given to consignor. (See Rule 2, Section A, Paragraph 1, and Rule 6—Cars for Loading.)

NOTE 1.—Except as otherwise provided in Rule 2, Section C, and Rule 3, Section F, forwarding directions for a car loaded out-bound, sent by the consignor by U. S. Mail to the agent of this railroad at point of shipment, will release car at 7:00 A. M. of the date received, provided they are mailed prior to the date received, and provided, further, that the car is ready for forwarding at such 7:00 A. M.

NOTE 2.—On cars subject to Rule 2, Section B, Note 1, time will be computed from the first 7:00 A. M. after their arrival at point where held, and without notice.

Section B.—1. On cars held for orders, surrender of bill of lading or payment of freight charges, whether such cars have been placed in position to unload or not, time will be computed from the first 7:00 A. M. after the day on which notice of arrival is sent or given to the consignee or party entitled to receive same. (See Rule 4—Notification.)

NOTE.—The time between receipt of order and placement of car (not to include the time attributable to the act or neglect of consignor or consignee) will be deducted from the total detention of the car.

2. Orders for disposition or reconsignment, when mailed, wired or otherwise transmitted by the reconsignor to agent of the carrier at point where cars are held, or to the agent of any carrier named in the bill of lading contract or participating in the transportation transaction, unless otherwise provided by tariff, will release cars at 7:00 A. M. of the date such orders are received by any such agent, provided they are sent or given prior to the date received.

Such orders mailed, wired or otherwise transmitted and received the same date, will release cars at the hour the orders are received by any such agent.

Date of mailing to be determined by the postmark.

NOTE.—When order releasing a car is sent to the railroad by U. S. mail and the order is not received by the addressee, the car shall be considered released as of the date the order should have been delivered, provided proof is furnished by the claimant that the order was deposited in the U. S. mail properly stamped and addressed on the date claimed.

Section C.—1. On cars held for unloading, except as otherwise provided in Section B, Paragraph 1, of this Rule, time will be computed from the first 7:00 A. M., after placement on public delivery tracks, and after the day on which notice of arrival is sent or given to consignee or party entitled to receive same. If car is not placed within 24 hours after notice of arrival has been sent or given, time will be computed from the first 7:00 A. M. after the day on which notice of placement has been sent or given to the consignee or party entitled to receive same. (See Rule 4, Sections A and D.)

NOTE.—On cars subject to Rule 4, Section D, time will be computed from first 7:00 A. M. following removal by consignee of any part of contents of the car.

2. On cars subject to Rule 5, Section B, Paragraph 2, time will be computed from the first 7:00 A. M. after the day on which notice as required by Rule 5, Section B, Paragraph 1, is sent or given to the consignee or party entitled to receive same.

Section D.—On cars to be delivered on other than public delivery tracks, time will be computed from the first 7:00 A. M. after actual or constructive placement on such tracks. Time computed from actual placement on cars placed at exactly 7:00 A. M. will begin at the same time 7:00 A. M.; actual placement to be determined by the precise time the engine cuts loose. (See Rule 4, Section C, and Rules 5 and 6.)

NOTE 1.—“Actual Placement” is made when a car is placed in an accessible position for loading or unloading or at a point previously designated by the consignor or consignee. If such placing is prevented from any cause attributable to consignor or consignee and car is placed on the private or other-than-public-delivery track serving the consignor or consignee, it shall be considered constructively placed, without notice.

NOTE 2.—Any railroad track or portion thereof assigned for individual use will be treated as “other-than-public-delivery track.”

Section E.—On cars to be delivered on interchange tracks of industrial plants performing the switching service for themselves or other parties, time will be computed from the first 7:00 A. M. after actual or constructive placement on such interchange tracks until return to the same or another interchange track. Time computed from the actual placement on cars placed at exactly 7:00 A. M. will begin at the same 7:00 A. M.; actual placement to be determined by the precise time the engine cuts loose. (See Rule 4, Section C, and Rules 5 and 6.) Cars returned loaded will not be recorded released until necessary billing instructions are furnished.

NOTE.—Where two or more parties take delivery from the same interchange track, or where the railroad company uses the interchange track for other cars, or where the interchange track is not adjacent to the plant and the industry uses the railroad's tracks to reach same, a notice of placement shall be sent or given to the consignee and time will be computed from the first 7:00 A. M. thereafter.

Section F.—On cars received from switching line and held by this railroad for forwarding directions, time will be computed, without notice, from the first 7:00 A. M. after received. (See Rule 2, Section C.)

Section G.—On cars subject to Rule 2, Section B, Paragraph 6, time will be computed from the first 7:00 A. M. after the day on which notice that the car has been stopped in transit and is being held, has been sent or given the consignor, consignee or party entitled to receive same.

Rule 4—Notification

Section A.—Notice of arrival shall be sent or given consignee or party entitled to receive same by the railroad's agent in writing or, in lieu thereof, as otherwise agreed to in writing by the railroad and consignee, within twenty-four hours after arrival of car and billing at destination, such notice to contain car initials and number, point of shipment, contents and, if transferred in transit, the initial and number of original car. When address of consignee does not appear on billing, and is not known, the notice of arrival must be deposited in United States mail enclosed in a stamped envelope bearing return address, same to be preserved on file if returned. An impression copy shall be retained, and when notice is sent or given on a postal card the impression shall be of both sides. (See Rule 3, Sections B and C.) In case a car subject to Rule 3, Section C, Paragraph 1, is not placed on public delivery track within twenty-four hours after notice of arrival has been sent or given, notice of placement shall be sent or given to consignee.

NOTE.—When owner requests that original point of shipment be omitted on reconsigned cars, this information shall not be shown on notice of arrival at destination.

Section B.—When cars are ordered stopped in transit, notice shall be sent or given the party ordering the cars stopped upon arrival of cars at point of stoppage.

NOTE.—This will not apply to cars billed to be stopped in transit for milling or other in-transit privilege. Notice shall be sent or given to the party designated to perform the milling or other in-transit service.

Section C.—Delivery of cars upon other than public delivery tracks or upon industrial interchange tracks, or written notice sent or given to consignee or party entitled to receive same, of readiness to so deliver, will constitute notification to consignee. (See Rule 8, Section D, Paragraph 1 (b).)

Section D.—In all cases where any part of the contents of a car has been removed by the consignee prior to the sending or giving of required notice, such removal shall be considered as notice of arrival. (See Rule 3, Section C, Paragraph 1.)

Section E.—1. When carload freight is refused at destination, notice of such refusal shall, within 24 hours thereafter, be sent by wire to consignor, when known, at his expense, or when not known, to agent at point of shipment, who shall be required promptly to notify the shipper if known.

2. (a) When unclaimed perishable carload freight has not been disposed of within two days from the first 7:00 A. M. after the day on which notice of arrival has been sent or given to consignee, notice to that effect shall be sent by wire as provided in Paragraph 1 of this section.

(b) When other carload freight is unclaimed within five days from the first 7:00 A. M. after the day on which notice of arrival has been sent or given to the consignee, a notice to that effect shall be sent by wire as provided in Paragraph 1 of this section.

(See Rule 8, Section D, Paragraph 4.)

Rule 5—Placing Cars For Unloading

NOTE.—Under this rule the time of movement between hold point and destination, and any other time for which the railroad is responsible, will not be computed against the consignee.

Section A.—1. When delivery of a car consigned or ordered to an industrial interchange track or to other than a public delivery track cannot be made on account of the inability of the consignee to receive it, or because of any other condition attributable to the consignee, such car will be held at destination, or if it cannot reasonably be accommodated there, at the nearest available hold point, and written notice that the car is held and that the railroad is unable to deliver will be sent or given to the consignee. This will be considered constructive placement. (See Rule 3, Sections D and E.)

2. On a car to be delivered to a switching line for final delivery and which consignee located on switching line is unable to receive and which for that reason the switching line is unable to receive from the railroad, notice will be sent or given the switching line showing point of shipment, car initials and numbers, contents and consignee and if transferred in transit the initials and number of the original car.

3. When the railroad is the switching line and, under conditions set forth in Paragraph 1, is unable to receive cars from a connecting line at destination for delivery within switching limits, upon receipt of notice from connecting line it will notify the consignee and put such cars under constructive placement. (See Rule 4, Section C.)

Section B.—1. When delivery cannot be made on specifically designated public delivery tracks, on account of such tracks being fully occupied, or from other causes beyond the control of the railroad, notice shall be sent or given the consignee in writing or, in lieu thereof, as otherwise agreed to in writing, that delivery will be made at the nearest available point. Such delivery shall be made unless the consignee shall before delivery indicate a preferred available point, in which case the preferred delivery will be made.

2. In the event consignee or party entitled to receive shipment serves notice upon the railroad of refusal to accept delivery at the point named in notice sent or given in accordance with Paragraph 1, the car will be held awaiting opportunity to deliver on the specially designated track subject to Rule 3, Section C, Paragraph 2.

Rule 6—Cars For Loading

Section A.—Cars for loading will be considered placed when such cars are actually placed or held on orders of the consignor. In the latter case the agent must send or give the consignor written notice of all cars which he has been unable to place because of condition of the other-than-public-delivery track or because of other conditions attributable to the consignor. This will be considered constructive placement. (See Rule 3, Sections A, D and E.)

Section B.—When empty cars placed on orders are not used in transportation service, demurrage will be charged from actual or constructive placement until released, with no free time allowance.

NOTE.—In the application of this section a demurrage day consists of a twenty-four period computed from the hour of actual or constructive placement of the car. (See Section D.)

Section C.—Private cars which have been loaded on the tracks of their owners, received from such tracks and held by the railroad for forwarding directions, are subject to demurrage charges from the first 7:00 A. M. after they are received until proper forwarding directions are furnished, with no free time allowance and without notice.

Section D.—If an empty car is appropriated without being ordered, it shall be considered as having been ordered and actually placed at the time so appropriated. If not loaded outbound, such car is subject to Section B of this Rule.

Rule 7—Demurrage Charges

Section A.—On cars not subject to Rule 9 (Average Agreement): After the expiration of free time allowed, the following charges per car per day, or fraction of a day will be made until car is released: (See Notes 1 and 2.)

For each of the first four days, \$2.

For each succeeding day, \$5.

Section B.—The charges on cars subject to average agreement are set forth in Rule 9. (See Notes 1 and 2.)

NOTE 1.—When through no fault of the consignor or consignee the lading of a car is transferred by a carrier into two or more cars, or when two small cars are furnished by a carrier in lieu of one large car ordered by the shipper, demurrage will be charged as for one car only, as long as any of such cars are detained beyond the free time.

NOTE 2.—When a car contains two or more minimum carload shipments consigned to more than one consignee at the same station, demurrage will be charged the same as if the shipments had been received in separate cars and each consignee will be allowed a total free time of 48 hours (2 days) for unloading, free of interference by the other consignee or consignees.

(See North Carolina Storage Rules and Charges for additional charges on cars loaded with inflammable freight and less dangerous or relatively safe explosives.)

Rule 8—Claims

No demurrage charges shall be collected under these rules for detention of cars through causes named below, except as provided in Section B, Paragraph 2, of this rule. Demurrage charges assessed or collected under such conditions shall be promptly cancelled or refunded by the railroad.

CAUSES

Section A.—Weather Interference.

NOTE.—A consignor or consignee shall not be absolved from demurrage under Section A of this Rule if, considering the character of the freight, others similarly situated and under the same conditions reasonably could and did load or unload cars during the same period of time.

1. When the condition of the weather during any part of the prescribed free time (or the adjusted free time provided for in Section B of this Rule) is such as to make it impossible for men or teams to work at loading or unloading, or impossible to place freight in cars, or move it from cars, without serious injury to the freight, or when, because of high water or snow-drifts (see note) it is impossible, during the prescribed free time, to get to the cars for loading or unloading, the free time will be extended until a total of forty-eight hours (or twenty-four hours on cars subject to Rule 2, Section B, Paragraph 4) free from such interference shall have been allowed. No additional time will be allowed unless claim, stating fully the conditions which prevented loading or unloading within the free time, is presented in writing to the railroad's agent within thirty days after the date on which demurrage bill is rendered.

NOTE.—The extension of free time on account of high water or snow drifts shall apply to other than public-delivery tracks only where there is a disability of the railroad.

2. When, at time of actual placement, lading is frozen so as to require heating, thawing or loosening to unload, the free time allowed shall be extended forty-eight (48) hours, making a total of ninety-six (96) hours free time, provided the consignee shall, within forty-eight (48) hours after actual placement, serve upon the railroad's agent a written statement that the lading was in such frozen condition at time of actual placement.

3. No allowance on account of weather interference shall be made on cars subject to Rule 6, Section B.

Section B.—Bunching.

1. Cars for loading. When, by reason of delay or irregularity in filling orders, cars are bunched and placed for loading in accumulated numbers in excess of daily placing as ordered, the shipper shall be allowed such free time for loading as he would have been entitled to had the cars been placed for loading as ordered.

2. Cars for unloading or reconsigning. When, as the result of the act or neglect of any carrier, cars originating at the same point, moving via the same route and consigned to one consignee at one point, are bunched, or when cars originating at different points and transported via the same route from an intermediate common point to destination are bunched after arriving at the common point (in which event the dates of arrival of the cars at common point will govern in determining the bunching instead of the dates of shipment), and are tendered for delivery by this railroad in accumulated number in excess of daily shipments, the consignee shall be allowed such free time as he would have been entitled to had the cars not been bunched, but when any car is released before the expiration of such free time, the free time on the next car will be computed from the first 7:00 A. M. following such release; provided, however, no allowance will be made unless claim is presented in writing to the railroad's agent within thirty days after the date on which bill for demurrage is rendered, supported by the receipted bill as evidence of payment of the demurrage as originally charged and a statement showing date and point of shipment of each car involved in the bunching claim.

NOTE.—Under this rule, cars moving from different points and/or via different routes to destination and arriving on different dates will be considered bunched if tendered for delivery on one day and such free time shall be allowed as the consignee would have been entitled to had the cars been placed or tendered for delivery in the order of their arrival.

Section C.—Demand of overcharge. When the railroad's agent demands the payment of transportation charges in excess of tariff authority.

Section D.—Delayed or improper notice by the railroad.

1. (a) When notice of arrival does not contain all the information specified in Rule 4, Section A, consignee shall not have the right to call in question the sufficiency of such notice, unless within forty-eight (48) hours from the first 7:00 A. M. after the day on which notice of arrival has been sent or given to the consignee or party entitled to receive same, he shall serve upon the railroad's agent a written statement of the omitted information required, in which event the time between receipt of such statement and the furnishing of the omitted information will not be computed against the consignee.

(b) When the consignee makes request in writing for the name of the consignor, point of shipment and (or), if transferred in transit, the initials and number of the original car, to enable him to identify the shipment in a car placed or tendered for delivery on other than public delivery track, such information will be furnished, but consignee shall not be entitled to additional free time unless such request has been served on the railroad's agent within the prescribed free time, in which event the time between receipt of the request and compliance therewith will not be computed against the consignee. (See Rule 4, Section A, Note.)

2. When claim is made that a mailed notice has been delayed, postmark thereon shall be accepted as indicating the date of the notice.

3. When a notice of arrival (See Rule 4, Section A) is mailed by the railroad on Sunday, a legal holiday, or after 3:00 P. M. on other days (as evidenced by the postmark thereon), consignee shall be allowed five hours additional free time provided he shall send or give to the railroad's agent, within the first twenty-four hours of free time, written advice that the notice had not been received until after the free time had begun to run; in case of failure on the part of the consignee so to advise the railroad's agent, no additional free time shall be allowed.

4. In case of failure by the railroad to send notice in accordance with the provisions of Rule 4, Section E, the consignor shall not be held liable for demurrage charges between the date the notice should have been sent and the date it was actually sent.

Section E.—Error of any railroad named in the bill of lading contract or participating in the transportation transaction, which prevents proper tender or delivery.

1. Under this Rule demurrage will be charged on the basis of the amount that would have accrued but for such error. This also applies in the case of constructively placed cars being "run-around" by actually placing recent arrivals ahead of previous arrivals, but allowance will only be made on cars subject to Rule 9, Average Agreement, that are held beyond the fourth debit day.

NOTE.—No allowance will be made for delay in placing nor for interruption in loading or unloading cars consigned or ordered to a track, other than a public delivery track, used by two or more shippers or consignees when such delay or interruption is attributable to such joint use of such track, except that due allowance will be made if a car displaced in switching is not replaced when the switching is completed. (See Rule 3, Section D, Note 2.)

Section F.—Delay by U. S. Customs. Such additional free time shall be allowed as has been lost through such delay.

Rule 9—Average Agreement

When the following agreement has been entered into, the charge for detention of cars, on all cars subject to demurrage, held for loading or unloading, shall be computed on the basis of the average time of detention to all such cars released during each calendar month; such average detention and charge to be computed as follows:

Section A.—One credit will be allowed for each car, released within the first twenty-four (24) hours of free time. After the expiration of forty-eight (48) hours (96 hours on cars subject to Rule 8, Section A, Paragraph 2) free time, one debit per car per day, or fraction of a day, will be charged for each of the first four days. In no case shall more than one credit be allowed on any one car, and in no case shall more than four credits be applied in cancellation of debits accruing on any one car. When a car has accrued four debits a charge of \$5 per car per day, or fraction of a day, will be made for all subsequent detention and will apply on all subsequent Sundays and legal holidays, including a Sunday or holiday immediately following the day on which the fourth debit begins to run.

Section B.—Credits earned on cars held for loading shall not be used in offsetting debits accruing on cars held for unloading, nor shall credits earned on cars held for unloading be used in offsetting debits accruing on cars held for loading.

Section C.—Credits cannot be earned by private cars subject to Rule 1, Section B, Paragraph 4 (a), but debits charged on such private cars while under constructive placement may be offset by credits earned on other cars.

Section D.—At the end of the calendar month, the total number of credits will be deducted from the total number of debits and \$2 per debit will be charged for the remainder. If the credits equal or exceed the debits no charge will be made for the detention of the cars, except as otherwise provided in Section A for detention beyond the fourth debit day, and no payment will be made by the railroad on account of such excess of credits; nor shall the credits in excess of the debits of any one month be considered in computing the average detention for another month.

Section E.—A party who enters into this average agreement shall not be entitled to include therein cars subject to Rule 2, Section B, or Rule 6, Sections B and C, nor shall he be entitled to cancellation or refund of demurrage charges under Section A, Paragraph 1, Rule 8, nor under Section B of Rule 8, except where bunching has been caused by strike of carrier's employees, or where shipments of coal, withheld by the carrier by strike of carrier's employees, or where shipments of coal, withheld by the carrier to protect its fuel supply, are subsequently delivered to consignee in accumulated numbers.

Section F.—A party who enters into this average agreement may be required to give sufficient security to the railroad for the payment of balances against him at the end of each month.

Section G.—An average agreement must include all cars loaded or unloaded within the jurisdiction of the same station, except that when desired separate agreements may be entered into for each plant or yard within the jurisdiction of the same station, but in no case can the cars loaded or unloaded within the jurisdiction of two or more stations be combined in one average agreement, nor shall the cars loaded or unloaded by more than one consignor or consignee be combined in one average agreement, except that cars consigned, reconsigned, or ordered to a public elevator, warehouse or cotton compress serving various parties may be combined in one average agreement.

AGREEMENT

.....Railroad.

Being fully acquainted with the terms, conditions, and effect of the average basis for settling for detention to cars as set forth in....., being the car demurrage rules governing at all stations and siding on the lines of said railroad, except as shown in said tariff, and being desirous of availing (myself or ourselves of this alternate method of settlement (I or we) do expressly agree to and with the.....Railroad that with respect to all cars which may, during the continuance of this agreement, be handled for (my or our) account at.....(Station), (I or we) will fully observe and comply with all the terms and conditions of said rules as they are now published or may hereafter be lawfully modified by duly published tariffs, and will make prompt payment of all demurrage charges accruing thereunder in accordance with the average basis as therein established or as hereafter lawfully modified by duly published tariffs.

This agreement to be effective on and after the.....day of....., 19...., and to continue until termination by written notice from either party to the other, which notice shall become effective on the first day of the month succeeding that in which it is given.

Approved and accepted....., 19...., by and on behalf of the above-named railroad by.....

By order of the Commission:

Issued April 12, 1927.

Effective April 27, 1927.

Circular No. 282 (Cancels Circular No. 236).

R. O. SELF,
Clerk.

STORAGE RULES AND CHARGES

APPLYING ON

INTRASTATE TRAFFIC AT ALL POINTS IN NORTH CAROLINA INSTRUCTIONS

Rule 1.—Freight Subject to Rules

Freight, including equipment moving on its own wheels, as freight at tariff rate, as described in Rule 5, Section D, received for delivery or held to complete a shipment or for forwarding directions, if stored or held in or on the premises or tracks of the railroad, is subject to these storage rules, except as provided in Section D of this rule.

Shipments of less-than-carload freight, loaded into or delivered direct from cars, are subject to storage rules, but when the loading or unloading is done by shipper or consignee, either as required by classifications or tariffs, or at request of shipper or consignee, the cars are subject to demurrage rules and storage rules do not apply.

NOTE.—Freight which is not liable to damage from the elements and which is not ordinarily handled through freight houses may be stored free, unless otherwise provided, on the vacant land of the railroad, pending shipment, and entirely at owner's risk, provided owner has previously been assigned space as far as available and without distinction.

Section A. Freight upon which the free time allowed under demurrage rules has expired while in cars, and subsequently unloaded in or on railroad premises, is subject to these storage rules when unloaded, without free time allowance.

Section B. Carload shipments of explosives, or other dangerous articles, are subject to both demurrage and storage rules. (See Rule 6.)

Section C. Carload freight, other than explosives or other dangerous articles, held in cars for delivery and subsequently unloaded in or on railroad premises, is subject to demurrage rules while in cars and to these storage rules after it is unloaded.

If unloaded or reloaded by the carrier, the actual cost of the service will be in addition to the storage charge. (See Rule 5, Section C.)

Section D. Exception. The rules and charges herein will *not* apply on:

1. Freight stored in warehouses owned and operated by railroads as exclusively storage warehouses.
2. Export or import freight at the port of export or import.
3. Domestic freight received from or intended for delivery to ocean or lake vessels at the port of transshipment.
4. Freight subject to lighterage at seaboard points.
5. Carload lots of Coal, Coke or Ore.

Rule 2—Notification

Section A. Notice shall be sent or given consignee or party entitled to receive same by carrier's agent in writing, or as otherwise agreed to in writing by carrier and consignee, within twenty-four hours (one day) after arrival of shipment and billing at destination, such notice to specify point of shipment and commodity.

An impression copy of written notice shall be retained. When notice is sent or given on a postal card, the impression shall be of both sides.

When the address of the consignee does not appear on billing and is not known, notice of arrival must be deposited in the United States mail enclosed in a stamped envelope bearing return address, same to be preserved on file if returned.

REFUSED OR UNCLAIMED FREIGHT

Section B. 1. Where shipments have been plainly marked with the consignor's name and address, preceded by the word "from," notice shall be immediately sent or given consignor or refusal of less-than-carload shipments. Unclaimed less-than-carload shipments will be treated as refused after fifteen calendar days from expiration of free time.

2. Notice shall be sent or given the consignor of unclaimed or refused shipments of explosives or other dangerous articles on hand forty-eight hours, provided written request is received for this information by agent at point of origin at time of shipment. Such requests should be plainly-written on a rectangular piece of paper of different color from any label required under the Interstate Commerce Commission's regulations and placed on the package in close proximity to such label (or to name of consignee).

3. Where consignor requests that notice of unclaimed or refused shipments be sent by telegraph, this may only be done at his expense.

Rule 3—Free Time Allowed

Section A. I. Forty-eight hours' (two days) free time will be allowed on all commodities except the more dangerous explosives, as described in Rule 6, Section A, for the removal of inbound freight from car or railroad premises, or to complete a carload shipment and furnish forwarding directions therefor.

Exception. On less-than-carload shipments consigned to parties located at interior or at non-railroad points, the following allowance of free time will be made when hauled:

10 miles and not over 20 miles from the station, 5 days.

Over 20 miles and not over 30 miles from the station, 10 days.

Over 30 miles from the station, 15 days.

2. Outbound less-than-carload freight not accompanied by proper shipping directions which will permit forwarding on date received, will be subject to storage charges from the first 7 A. M. after receipt of the shipment with no free time allowance.

Section B. Twenty-four hours' (one day) free time will be allowed:

1. On less-than-carload freight held to complete a shipment.
2. On less-than-carload freight held for reshipment.

3. On the more dangerous explosives (as described in Rule 6, Section A), for removal of inbound freight from car or railroad premises or to complete a carload shipment outbound and furnish forwarding directions therefor.

NOTE.—Outbound less-than-carload shipments of the more dangerous explosives not accompanied by proper shipping directions which will permit forwarding on the date received, will not be accepted.

4. On carload shipments of explosives and other dangerous articles, as described in Rule 6, reconsigned or reshipped in the same car received; or when such shipments, destined for delivery to or forwarding by a connecting line, are held under tariff regulations for surrender of bill of lading or payment of lawful freight charges.

Rule 4—Computing Time

Section A. In computing time any fractional part of 100 pounds will be computed as 100 pounds and any fractional part of twenty-four hours will be computed as one day.

Section B. In computing time, Sundays and legal holidays (National, State and Municipal), but not half-holidays, will be excluded. When a legal holiday falls on a Sunday, the following Monday will be excluded.

Section C. On inbound freight held for removal and on freight held for reconsignment or reshipment, time will be computed from the first 7:00 A. M. after the day on which notice of arrival is sent or given to consignee.

Section D. On outbound freight, time will be computed from the first 7:00 A. M. after receipt in or on railroad premises.

Section E. On outbound carloads of explosives and other dangerous articles (as described in Rule 6), time will be computed from the first 7:00 A. M. after loading is begun.

Section F. When orders for freight held for disposition or reconsignment are mailed, such orders will release freight at 7:00 A. M. of the date orders are received at the station where the freight is held, provided the orders are mailed prior to the date received, but orders mailed and received on the same date release freight the following 7:00 A. M.

Rule 5—Charges for Storage on Freight Other Than Explosives and Other Dangerous Articles

Section A. Freight, except Automobiles or other self-propelling vehicles (but not excepting Motorcycles or bicycle motor wheels), held in or on railroad premises in excess of free time allowed, will be subject to the following storage charges per day, or at option of carrier may be sent to public warehouses:

For each of the first five days, 1½ cents per 100 lbs.;

For the sixth and each succeeding day, 3 cents per 100 lbs.;

Minimum storage charge per shipment on freight held beyond free time, five (5) days or part thereof, 25 cents; six (6) days or more, 50 cents.

Section B. After expiration of free time, Automobiles or other self-propelling vehicles (except motorcycles and bicycle motor wheels) will be subject to a storage charge of three and one-half (3½) cents per 100 lbs. per day, with a minimum charge of \$1.00 per machine per day for each of the first five (5) days, and \$2.00 per machine for each succeeding day, or at option of carrier may be sent to public warehouses.

Section C. (a) When carload freight is unloaded by the carrier for the purpose of releasing needed equipment, the storage charge will be the same as would have accrued under car Demurrage and Track Storage Rules had the freight remained in the car. (See Rule 1, Section C.)

(b) When carload freight is unloaded in or on railroad premises by or upon request of consignee or consignor, the storage charges shall not exceed the amount that would have accrued under Demurrage and Track Storage Rules had the freight remained in the car.

Section D. After the expiration of 48 hours' free time, derrick cars, pile driver cars, camp cars, road construction and asphalt outfits, and other

equipment not adapted to or customarily used for revenue freight loading and which ordinarily are not and cannot be unloaded, moving on own wheels at freight tariff rates, will be subject to a storage charge of one dollar (\$1.00) per car, or other unit of equipment, per day, while held on tracks of the railroad.

Rule 6—Charges for Storage on Explosives and Other Dangerous Articles
Extracts from Regulations prescribed by the Interstate Commerce Commission

1. Paragraph 1433 * * * "consignee must remove such shipments from the carrier's property within 48 hours after notice of arrival at destination, Sundays and holidays not included."

2. Paragraph 1643 (a) * * * "If a shipment of Explosives is not removed within 48 hours after notice of arrival at destination, it must be disposed of by return to the shipper, or by storage at the expense of the owner, or by sale, or when necessary to safety by destruction under supervision of a competent person."

3. Paragraph 1714 "(a) * * * consignee must remove such shipments from the carrier's property within 48 hours after notice of arrival at destination, Sundays and holidays not included."

"(b) When removal of carload or less-carload shipments of dangerous articles other than explosives requiring 'INFLAMABLE' or 'ACID' placards, or red, yellow, green or white I. C. C. labels from carrier's premises has not been made within 48 hours after notice of arrival has been sent or given consignee (Sundays and holidays not included), shipments must be disposed of as follows:

1. Carload shipments (a) by storage on carrier's property or (b) by storage on other than carrier's property if safe storage on carrier's premises is not available; or (c) by sale at expiration of thirty calendar days after notice of arrival has been sent or given consignee, provided consignor has been notified of non-delivery at expiration of 48-hour period and order for disposition have not been received.

2. Less-carload shipments (a) by return to shipper if notice of non-delivery was requested and given consignor as prescribed by carrier's tariff, and orders for return to shipper have been received, or (b) by storage on carrier's property, or (c) by storage on other than carrier's property, if safe storage on carrier's property is not available, or (d) by sale at expiration of 30 calendar days after notice of arrival has been sent or given to consignee, provided consignor has been notified of non-delivery at expiration of 48-hour period and orders for disposition have not been received."

Storage will be charged at the following rates per day of twenty-four hours or fraction thereof, on Explosives or other dangerous articles, held in or on railroad premises, in excess of free time allowed:

Section A. On shipments of the more dangerous explosives, i. e., Low Explosives, Black Powder, High Explosives, Wet Fulminate of Mercury, Blasting Caps, Electric Blasting Caps, Ammunition for Cannon with Explosive Projectiles, Explosive Projectiles, Explosive Torpedoes, Explosive Mines, Explosive Bombs and Detonating Fuzes; on less than carload shipments of such articles twenty-eight and one-half (28½) cents per 100 lbs., per day, with a minimum charge of fifty (50) cents per shipment.

On shipments of such articles (described in Section A of this rule) held in cars for or by consignors or consignees, for loading, unloading, forwarding directions, or for any other purpose charge will be five dollars (\$5.00) per car per day, in addition to the regular demurrage and track storage charges.

Section B. On shipments of the less dangerous and relatively safe Explosives, i. e., Ammunition for Cannon with Empty Projectiles, Ammunition for Cannon with Sand Loaded Projectiles, Ammunition for Cannon with Solid Projectiles, Ammunition for Cannon without Projectiles, Smokeless Powder for Cannon, Smokeless Powder for Small Arms, Common Fireworks, Special Fireworks, Small Arms Ammunition, Cannon Primers, Small Arms Primers, Empty Cartridge Bags—Black Powder Igniters, Empty Cartridge Shells, Primed, Combination Primers, Percussion Caps, Time, Tracer or Percussion Fuzes, Combination Fuzes, Safety Fuse, Instantaneous Fuse, Cordeau Detonant and

Safety Squibs, or less-than-carload shipments of Dangerous Articles other than Explosives requiring Red, Yellow, Green or White I. C. C. labels, on less than carload shipments of such articles, twelve (12) cents per 100 pounds per day, with a minimum charge of twenty-five (25) cents per shipment.

On shipments of the less dangerous and relatively safe explosives, which, under the I. C. C. Regulations require "INFLAMMABLE" placards, or which do not require placards, and on shipments of Dangerous Articles other than Explosives which, under I. C. C. Regulations, require "INFLAMMABLE" or "ACID" placards, held in cars for or by consignors or consignees, for loading, unloading, forwarding directions, or for any other purpose, charge will be two dollars (\$2.00) per car per day in addition to the regular demurrage and track storage charges.

NOTE.—The term "Railroad Premises," as used in this rule when applicable to carload shipments shall embrace all tracks which the railroad provides for its own uses and purposes; and also private tracks constructed, maintained or operated under a written agreement by which the railroad reserves the right to use the whole or any part of them for itself or others than the party with whom the agreement is executed.

Section C. When shipments of the "more dangerous explosives" (see Section A) are not removed from the railway premises by the consignee within the legal limit (forty-eight hours (two days) after the first 7:00 A. M. following notice of arrival), the most practicable of the steps authorized by paragraph 1643 (a), as quoted above, must be taken to secure this removal.

When available, Powder Magazines not on railway property should be utilized for storage.

Rule 7—Claims

No storage charges shall be collected under these rules for delays from causes named below. Storage charges assessed or collected under such conditions shall be promptly cancelled or refunded by the carrier.

CAUSES

Section A. Weather Interference.

NOTE.—A consignor or consignee shall not be absolved from storage under Section A of this rule if, considering the character of the freight, others similarly situated and under the same condition, reasonably could and did deliver or remove freight during the same period of time.

1. When the condition of the weather, during the prescribed free time, is such as to make it impossible to complete delivery of outbound shipments or remove inbound freight from railroad premises without serious injury to the freight, the free time shall be extended until a total of forty-eight hours (24 hours on freight subject to Rule 3, Section B, paragraphs 1 and 3) free from such weather interference shall have been allowed.

2. When, because of high water or snow drifts it is impossible to remove freight from railroad premises during the prescribed free time. (See Note above.)

Section B. Demand of overcharge.

When the carrier's agent demands the payment of transportation charges in excess of tariff authority.

Section C. Delayed or Improper Notice.

1. When notice of arrival does not contain all the information specified in Rule 2, Section A, the consignee shall not have the right to call in question the sufficiency of such notice unless within the prescribed free time he shall serve upon the railroad's agent a written request for the omitted information required, in which event the time between receipt of such request and the furnishing of the omitted information will not be computed against the consignee.

2. When claim is made that a mailed notice has been delayed, the postmark thereon shall be accepted as indicating the date of the notice.

3. When a notice is mailed by carrier on Sunday, a legal holiday, or after 3:00 P. M. on other days (as evidenced by the postmark thereon), the consignee shall be allowed five hours, additional free time, provided he shall mail or send to the carrier's agent, within the first twenty-four hours of free time, written advice that the notice had not been received until after the

free time had begun to run. In case of failure on part of consignee so to notify carrier's agent, no additional free time shall be allowed.

4. In case of failure by carrier to send or give notice in accordance with the provisions of Rule 2, Section B, no storage charges will be assessed against the consignor between the date on which the notice should have been sent or given and the date on which it was actually sent or given.

5. When an order giving disposition of a shipment is sent to the railroad by United States mail and the order is not received by the addressee, such order shall be considered received as of the date it should have been delivered, provided proof is furnished by the claimant that the order was deposited in the mail properly stamped and addressed on the date claimed. In such event, storage charges shall not be assessed against the shipment during the time the railroad was unable to make delivery by reason of non-receipt of the order.

Section D. Error of any railroad which prevents proper tender or delivery.

Under this rule storage will be charged on the basis of the amount that would have accrued but for such error.

Section E. Delay by United States Customs.

Such additional free time shall be allowed as has been lost through such delay.

By order of the Commission:

Issued December 15, 1922.

Effective January 1, 1923.

Circular No. 237 (Cancels Circular No. 222).

R. O. SELF,
Clerk.

SWITCHING RATES, RULES AND REGULATIONS AT POINTS IN NORTH CAROLINA

Rule 1

Carriers must furnish cars for loading, and must also accept from each other cars loaded at warehouses or sidetracks of one carrier for delivery at sidetracks or warehouses of the other carriers within switching limits.

Rule 2—Switching Service

Switching service, as referred to herein, is defined as a service performed to or from private or assigned siding within switching limits, preceding or following a transportation movement.

Rule 3—Free Switching

Cars handled in switching service loaded will be entitled to one free switch movement empty, including delivery to any connecting line within switching limits, except as otherwise provided herein.

Rule 4—Minimum Weight for Switching Service

(a) Cars will be placed on private or assigned siding at all stations within switching limits of carriers for the receipt or delivery of freight when in lots aggregating not less than the following quantities, viz.:

Articles rated in Southern Classification No. 46 (Agent E. H. Dulaney's No. 17, supplements thereto or reissues thereof) as Fifth Class or higher, and

Leaf Tobacco..... 5,000 pounds

Articles rated in Associated Railways and North Carolina Exception Sheets (Notes 4 and 91, I. C. C. No. 4., Exception No. 1 to Southern Classification No. 46) (Agent E. H. Dulaney's No. 17, supplements thereto or reissues thereof) in Classes "K" to "P," except brick or ice, L. C. L., carload minimum as per classification,

Brick or Ice, L. C. L..... 10,000 pounds

All other freight..... 10,000 pounds

Or

(b) Freight without minimum when consisting of articles requiring special facilities for loading or unloading, when such facilities are not furnished; or

Cotton without minimum when delivered to or received from compresses.

Rule 5—Excess Over Full Carload

When a lot of freight is offered for shipment in one day on which carload rates are provided, in quantities exceeding the amount that can be loaded in one car, the surplus, loaded in a separate car, will be switching at the rates, rules and regulations shown herein.

Rule 6—Subsequent Switch Movement

After delivery of carload freight has been accomplished either by placing on private or assigned sidings for delivery to consignee, or by storage, any subsequent movement will be subject to charges provided in Rule 9.

Rule 7—Interchange Switching Rates

Carriers will switch carload traffic (as defined in Rule 4) between private or assigned sidings and the usual interchange tracks with connecting lines at such points, at the maximum rate of \$2.25 per car.

Rule 8—Local Switching Movement

A movement which begins and ends within switching limits and which is not incident to the forwarding or delivery of a shipment to or from a point without said limits and is not covered by these regulations, is a local switching movement and will be treated as such. (See Rule 9.)

Rule 9—Local Switching Rates

That is, switching of traffic which is loaded at one point in a town and is discharged at another point in the same town within switching limits, when the haul involved does not exceed a distance of three miles, and when the service performed applies only on traffic originating and moving wholly within the State of North Carolina. (After cars are placed the owner must load or unload, as the case may be, within 24 hours, otherwise the usual demurrage charges will apply.)

(a) When such traffic originates at and is discharged at points on the rails of one and the same carrier, the switching charges will be as shown in Paragraph (e).

(b) When such traffic originates at a point on the rails of one carrier and is discharged at a point on the rails of another carrier the switching charges will be as shown in Paragraph (f).

(c) When such traffic originates at and is discharged at the same plant or industry on the rails of one and the same company, the switching charges will be as shown in Paragraph (d).

Definition of Intra-Plant, Intra-Terminal and Inter-Terminal Switching

Intra-Plant Switchings A switching movement from one track to another within the same plant or industry.

Intra-Terminal Switchings A switching movement (other than Intra-Plant Switching) from one track to another of the same road within the switching limits of one station or industrial district.

Inter-Terminal Switchings A switching movement from a track of one road to a track of another road when both tracks are within the switching limits of the same station or industrial switching district.

Switching charges (Regardless of Weight or Contents)

(d) Intra-Plant Switching.....	\$3.60 per car
(e) Intra-Terminal Switching.....	\$5.85 per car
(f) Inter-Terminal Switching.....	\$5.85 per car

By order of the Commission:

Effective July 1, 1922.

Circular No. 261 (Cancels Circular No. 225).

R. O. SELF,
Clerk.

Supplement No. 1 to Circular No. 261

RATES, RULES AND REGULATIONS

GOVERNING SWITCHING AT POINTS IN NORTH CAROLINA

Amends Rule 9. Changed to read as follows:

Rule 9—Local Switching Rates

That is, switching of traffic which is loaded at one point in a town and is discharged at another point in the same town within switching limits, when the haul involved does not exceed a distance of three miles, and when the service performed applies only on traffic originating and moving wholly within the State of North Carolina.

(a) When such traffic originates at and is discharged at points on the rails of one and the same carrier, the switching charges will be as shown in Paragraph (e).

(b) When such traffic originates at a point on the rails of one carrier and is discharged at a point on the rails of another carrier the switching charges will be as shown in Paragraph (f).

(c) When such traffic originates at and is discharged at the same plant or industry on the rails of one and the same company, the switching charges will be as shown in Paragraph (d).

By order of the Commission:

February 25, 1927.

Effective March 15, 1927.

R. O. SELF,
Clerk.

EXPRESS COMPANIES REQUIRED TO GIVE NOTICE OF NON-DELIVERY OF FRESH FISH SHIPMENTS

All express companies operating in this State and which hold themselves out as carriers of fresh fish, shall give notice to the consignor of the failure or refusal of the consignee to receive such shipments when the same have remained on hand four hours during daylight after arriving at point of destination, said notice to be given by filing a telegram to that effect with a telegraph company doing a commercial business between points of origin and destination; provided, that it shall not be necessary to give such notice unless the carrier is directed by the shipper so to do in writing or printing attached to the package.

This shall not apply where there is no commercial telegraph office open for business at either initial or destination point at the expiration of the time fixed herein.

Should the carrier sell such shipments on the order of the shipper in any manner not pointed out by law, it shall be entitled to a commission for such services of 10 per cent of the amount realized.

The carrier shall not await answer to its said telegram to the shipper longer than two hours, after which time it shall act in reference to said shipments in accordance with its duty under the law.

Should the said shipment perish or become damaged because of the carrier's observance of the requirements of this order, it shall not be liable in damages therefor, if not otherwise at fault.

The carrier shall re-ice such shipments only when directed to do so by the shipper, and when it is practicable so to do; and when shipments are re-iced, same shall be done at actual cost and at the expense of the shipper.

The shipper shall pay the going and return charges on shipments which are returned under this order, together with the telegraph tolls.

By order of the Commission:

April 5, 1923.

Circular No. 248.

R. O. SELF,
Clerk.

Rule Governing Issuance of Bills of Lading

The obligation lawfully rests upon the carrier's agent to refrain from executing a bill of lading which contains provisions that can not lawfully be complied with, or provisions which are contradictory and therefore impos-

sible of execution. When, therefore, the rate and the route are both given by the shipper in the shipping instructions and the rate given does not apply via the route designated, it is the duty of the carrier's agent to ascertain from the shipper whether the rate or the route given in the shipping instructions shall be followed. The carrier will be held responsible for any damages which may result from the failure of its agent to follow this course.

By order of the Commission:
Effective July 1, 1927.
Circular No. 285.

R. O. SELF,
Clerk.

DISTANCE TABLE RULES

On January 19, 1926, the Commission issued an order requiring the carriers to revise and file with the Commission, effective not later than June 15, 1926, distance tables showing distances between all points on each line, said distances to show actual miles, including fractions of mile.

In complying with the order it was necessary for the carriers in some instances to have their lines remeasured, and as a result of the order a great many changes were made in distances, some of which were increases and others decreases. Some of these changes were, no doubt, due to track revisions, changes in locations of stations, etc., since the old distances were of long standing.

Inquiries are now reaching the Commission concerning these changes. Some of these are complaints about increases in rates as a result of increased distances, while others are in the form of claims for overcharges where distances have been decreased, alleging former distances were incorrect and, therefore, illegal.

The Commission is of the opinion, and so rules, that it would be unreasonable to expect a general revision of this nature to occur without involving some changes in distances and consequently in rates. Therefore, it is

ORDERED, That distances as shown in carriers' distance tables, effective on date of shipment, must be strictly adhered to, with exceptions as shown in following note:

Note. (a) Where it is clearly shown that published distance is erroneous due to typographical or printer's error, or other clerical mistake, the established correct distance shall be protected, and carriers will amend their distance tables as early as practicable after their attention is directed to the error.

(b) Agent Cottrell's N. C. Joint Tariff was not amended to reflect the new distances until December 10, 1926; therefore, where there is a conflict between the distances shown in the Joint Tariff and those made on combination by use of the revised local distance tables, via routes shown in Joint Tariff, the latter will govern.

By order of the Commission:
May 10, 1927.
Circular No. 283.

R. O. SELF,
Clerk.

CORPORATION COMMISSION vs. COMMON CARRIERS BY RAIL IN NORTH CAROLINA

In order to clarify an apparent misconception on the part of the common carriers of the state as to the proper method for arriving at correct rates now applicable on certain commodities named in Agent Kelly's Freight Taric No. 228 I. C. C. U. S.-1 when handled on combination rates over two or more lines within the state, it is

ORDERED, That the rules and arbitraries set out in Agent Kelly's Freight Tariff No. 228 I. C. C. U. S.-1 for arriving at combination rates on the commodities named in said Tariff shall, until further ordered, apply to intra-state Traffic in North Carolina. It is further

ORDERED, That the principles for arriving at combination rates as set out in the said tariff are to be applied in connection with legally established rates of the carriers in this state. When used in connection with statutory deductions, the provisions of the Kelly Tariff to be invoked before making statutory deductions. (See Note). It is further

ORDERED, That these rules shall apply to rates made on combination between all common carriers by rail within the state.

Note.—First deduct the arbitraries shown in Kelly's Tariff, then apply the statutory deductions, after which add back arbitraries as per Kelly's Tariff, but in no case shall combination rates so made be less than can be made by use of Joint line scale for short line distance between the same points.

By order of the Commission:

September 25, 1925.

Circular No. 276. (Cancels Circular No. 250.)

R. O. SELF,
Clerk.

GROUP DESIGNATION OF COMMON CARRIERS

For convenience of the Commission in referring to the common carriers of the State, they are hereby grouped as follows:

GROUP "A"

Atlantic Coast Line Railroad Company.
Carolina, Clinchfield & Ohio Railway Company.
Carolina & Northwestern Railway Company.
Norfolk & Western Railway Company (except Abingdon Branch).
Seaboard Air Line Railway Company.
Southern Railway Company.
Winston-Salem Southbound Railway Company.

GROUP "B"

Asheville & Craggy Mountain Railway.
Asheville Southern Railway Company.
Atlantic & Yadkin Railway Company, (A. E. Smith and J. W. Fry, Receivers).
Carolina & Tennessee Southern Railway Company.
High Point, Randleman, Asheboro & Southern Railroad Company.
State University Railroad Company.
Yadkin Railroad Company.

GROUP "C"

Norfolk Southern Railroad Company.

GROUP "D"

Aberdeen & Rockfish Railroad Company.
Appalachian Railway Company.
Atlantic & Carolina Railroad Company.
Atlantic & Western Railroad Company.
Black Mountain Railway Company.
Bonlee & Western Railway Company.
Carolina Railroad Company.
Carolina and Georgia Railway Company.
Carolina & Northeastern Railroad Company.
Carolina-Southern Railway Company.
Cliffside Railroad Company.
Danville & Western Railway Company.
Dover & Southbound Railroad Company.
Durham & Southern Railway Company.
East Carolina Railway.
Elkin & Alleghany Railroad Company.
East Tennessee & Western North Carolina Railroad Company.
Graham County Railroad Company.
High Point, Thomasville & Denton Railroad Company.
Kinston-Carolina Railroad Company.
Laurinburg & Southern Railroad Company.
Lawndale Railway & Industrial Company.
Linville River Railroad Company.
Louisville & Nashville Railroad Company.
Maxton, Alma & Southbound Railroad Company.
Moore Central Railway Company.
Norfolk & Western Railway Company (Abingdon Branch).

Piedmont & Northern Railway Company.

Pigeon River Railway Company.

Raleigh & Charleston Railroad Company.

Rockingham Railroad Company.

Tallulah Falls Railway Company (J. F. Gray, Receiver).

Tennessee & North Carolina Railway Company.

The Townsville Railroad Company.

Tuckasegee and Southeastern Railway Company.

Virginia & Carolina Southern Railroad Company.

Warrenton Railroad Company.

Wilmington, Brunswick & Southern Railroad Company.

On joint traffic between stations on the Southern Railway and stations on the lines in Group B, apply Southern Railway single line rates.

On joint traffic between stations on the lines of Group B carriers and stations on the lines of Group A, C, and D carriers, when the Southern Railway is a party to the movement, the mileage of Group B carriers must be treated as a part of the Southern Railway mileage.

Circular No. 290 (Cancels Circulars No. 252 and 253).

MAXIMUM CLASS RATES, SINGLE LINE

APPLICABLE TO

COMMON CARRIERS IN GROUPS A AND B ON INTRASTATE TRAFFIC BETWEEN POINTS IN NORTH CAROLINA

(SEE CIRCULARS NO. 252 AND 253)

Governed by Southern Classification No. 46 in connection with North Carolina Exception Sheet No. 6, supplements thereto and reissues thereof.

RATES SHOWN IN CENTS

Distance	Per 100 Pounds											Per Ton	Per Carload			
	1	2	3	4	5	6	A	B	C*	D*	K	L	N	O	P	
5 miles and under.....	17	14	11½	10½	8½	7	6	7	7	6	4½	68	1300	1050	720	
10 miles and over 5.....	21½	18½	16	13	11½	8½	7	8½	8½	7	6	90	1400	1150	900	
15 miles and over 10.....	25	21½	18½	16	13	10½	8½	10½	10½	8½	6½	101	1600	1300	1100	
20 miles and over 15.....	29½	25	22½	18½	14	11½	10½	11½	11½	10½	7	101	1700	1400	1150	
25 miles and over 20.....	34	28½	25	20	16	13	11½	13	13	11½	8	113	2000	1600	1350	
30 miles and over 25.....	38½	33	28½	22½	17	14	11½	14	14	11½	8½	124	2250	1600	1500	
35 miles and over 30.....	41	35½	29½	24½	18½	14	13	16	14	13	8½	124	2450	1700	1600	
40 miles and over 35.....	44	36½	31	25	20	16	13	16	14	13	9	135	2500	1700	1700	
45 miles and over 40.....	47	38½	33	27	20	16	14	17	16	13	9	146	2700	1850	1700	
50 miles and over 45.....	49½	39½	34	28½	21½	17	14	17	16	13	9	146	2850	1850	1700	
55 miles and over 50.....	51	41	35½	28½	22½	17	16	18½	16	14	10½	146	2950	2000	1850	
60 miles and over 55.....	52	42½	36½	29½	22½	18½	16	18½	16	14	10½	146	3100	2000	1850	
65 miles and over 60.....	53½	44	38½	29½	24½	18½	17	20	17	14	10½	158	3300	2150	1850	
70 miles and over 65.....	55½	45	39½	29½	24½	20	17	20	17	14	11	158	3400	2150	2000	
75 miles and over 70.....	56½	47	41	31	25	20	17	21½	17	14	11	158	3550	2250	2000	
80 miles and over 75.....	58	47½	42½	31	25	21½	18½	21½	18½	16	11	158	3650	2250	2000	
85 miles and over 80.....	59	49½	42½	31	27	21½	18½	22½	18½	16	11½	169	3850	2450	2150	
90 miles and over 85.....	61	51	44	31	27	21½	18½	22½	18½	16	11½	169	3950	2450	2150	
95 miles and over 90.....	62	52	44	33	27	22½	20	22½	18½	16	11½	180	4100	2500	2150	
100 miles and over 95.....	63½	53½	45	34	28½	22½	20	24½	20	17	11½	180	4100	2500	2250	

RATES SHOWN IN CENTS—Continued

Distance	Per 100 Pounds												Per Ton	Per Carload		
	1	2	3	4	5	6	7	B	C*	D*	K	L		N	O	P
110 miles and over 100.....	66½	56½	47	35½	28½	22½	20	24½	20	17	11½	180		4250	2700	2250
120 miles and over 110.....	69½	59	47½	35½	29½	24½	21½	25	21½	18½	11½	180		4400	2850	2450
130 miles and over 120.....	72	62	49½	36½	29½	24½	21½	25	21½	18½	13	191		4500	2850	2450
140 miles and over 130.....	74½	63½	51	36½	31	25	22½	27	22½	20	13	191		4700	2950	2500
150 miles and over 140.....	78	66½	52	38½	31	25	22½	27	24½	20	13	203		4750	2950	2700
160 miles and over 150.....	80½	67½	55½	41	34	27	22½	28½	24½	20	13½	203		4750	3100	2700
170 miles and over 160.....	83½	69½	56½	42½	36½	28½	24½	28½	25	21½	13½	214		4950	3100	2850
180 miles and over 170.....	84½	70	58	44	36½	28½	24½	29½	25	21½	14	214		4950	3300	2850
190 miles and over 180.....	86	72	59	45	39½	29½	24½	29½	25	21½	14	214		5100	3300	2950
200 miles and over 190.....	87½	73½	61	47	41	31	24½	29½	27	22½	15	214		5200	3400	2950
210 miles and over 200.....	89	74½	62	47½	41	31	24½	31	27	22½	15	225		5350	3400	3100
220 miles and over 210.....	90	76	63½	49½	42½	33	25	33	28½	24½	16	225		5550	3550	3100
230 miles and over 220.....	90	76	63½	49½	42½	33	25	33	28½	24½	16	236		5650	3550	3300
240 miles and over 230.....	92	78	63½	49½	42½	33	27	34	29	25½	16	236		5650	3650	3300
250 miles and over 240.....	92	78	63½	51	42½	33	27	34	29	25½	16	236		5800	3650	3300
260 miles and over 250.....	92	78	63½	51	42½	33	28½	35½	31	27	17	236		5800	3850	3400
270 miles and over 260.....	92½	79	65	51	44	33	28½	35½	31	27	17	248		5900	3850	3400
280 miles and over 270.....	92½	79	65	51	44	33	28½	36½	33	28½	17½	248		5900	3950	3400
300 miles and over 280.....	94½	80½	66½	52	44	34	29½	36½	33	28½	18½	259		6100	4100	3500
320 miles and over 300.....	96	81½	67½	53½	44	34	29½	36½	34	29½	20	270		6200	4250	3650
340 miles and over 320.....	97	83½	69½	55½	44	34	29½	36½	34	29½	20	293		6350	4400	3850
360 miles and over 340.....	98½	83½	69½	55½	45	34	29½	38½	35½	31	21½	304		6500	4500	3950
380 miles and over 360.....	100½	84½	70	56½	47	35½	31	38½	35½	31	21½	315		6650	4700	4100
400 miles and over 380.....	101½	86	70	56½	47	35½	31	38½	35½	31	22½	326		6750	4750	4250
420 miles and over 400.....	103	87½	72	58	47½	36½	31	38½	35½	31	22½	349		7000	4950	4400
440 miles and over 420.....	104	87½	72	58	47½	36½	31	38½	36½	33	24½	360		7000	5100	4500
460 miles and over 440.....	106	89	73½	58	47½	36½	33	39½	36½	33	24½	371		7200	5200	4700
480 miles and over 460.....	107	89	73½	59	49½	38½	33	39½	36½	33	25	383		7350	5350	4750
500 miles and over 480.....	108½	90	74½	59	49½	38½	34	41	38½	34	25	383		7350	5550	4950

*Classes C and D, carload shipments, 20 per cent less than rates shown, including hay in straight or mixed carloads with grain or grain products other than flour.

By order of the Commission:
Effective March 10, 1924.

R. O. SELF,
Clerk.

Circular No. 254.

MAXIMUM CLASS RATES, JOINT LINE

APPLICABLE TO

COMMON CARRIERS IN GROUPS A AND B ON INTRASTATE TRAFFIC
BETWEEN POINTS IN NORTH CAROLINA

(SEE CIRCULARS NO. 252 AND 253)

Governed by Southern Classification No. 46 in connection with North Carolina Exception Sheet No. 6, supplements thereto and reissues thereof.

RATES SHOWN IN CENTS

Distance	Per 100 Pounds											Per Ton	Per Carload		
	1	2	3	4	5	6	A	B	C*	D*	K	L	N	O	P
5 miles and under.....	24½	20	16	14	11½	10½	8½	10½	10½	8½	6	101	1600	1300	1100
10 miles and over 5.....	28½	24½	20	17	14	11½	10½	11½	11½	10½	7	113	1700	1400	1300
15 miles and over 10.....	33	27	22½	20	16	13	11½	13	13	11½	8	124	2000	1600	1400
20 miles and over 15.....	36½	31	27	22½	17	14	13	14	14	13	8½	135	2250	1700	1600
25 miles and over 20.....	41	34	29½	24½	18½	16	14	16	16	14	9	141	2500	1850	1700
30 miles and over 25.....	45	38½	33	27	20	17	14	17	17	14	10½	146	2700	1850	1850
35 miles and over 30.....	47½	41	34	28½	21½	17	16	18½	17	16	10½	158	2850	2000	2000
40 miles and over 35.....	51	42½	35½	29½	22½	18½	16	18½	17	16	11	158	2950	2000	2050
45 miles and over 40.....	53½	44	36½	31	22½	18½	17	20	18½	16	11	169	3100	2150	2050
50 miles and over 45.....	56½	45	38½	33	24½	20	17	20	18½	16	11	169	3300	2150	2050
55 miles and over 50.....	58	47	39½	33	25	20	18½	21½	18½	17	11½	180	3400	2250	2200
60 miles and over 55.....	59	47½	41	34	25	21½	18½	21½	18½	17	11½	180	3550	2250	2200
65 miles and over 60.....	61	49½	42½	34	27	21½	20	22½	20	17	11½	180	3650	2450	2200
70 miles and over 65.....	62	51	44	34	27	22½	20	22½	20	17	11½	180	3850	2450	2300
75 miles and over 70.....	63½	52	45	35½	28½	22½	20	24½	20	17	11½	191	3950	2500	2300
80 miles and over 75.....	65	53½	47	35½	28½	24½	21½	24½	21½	18½	11½	191	4100	2500	2300
85 miles and over 80.....	66½	55½	47	35½	29½	24½	21½	25	21½	18½	13	203	4250	2700	2500
90 miles and over 85.....	67½	56½	47½	35½	29½	24½	21½	25	21½	18½	13	203	4400	2700	2500
95 miles and over 90.....	69½	58	47½	36½	29½	25	22½	25	21½	18½	13	203	4400	2850	2500
100 miles and over 95.....	70	59	49½	38½	31	25	22½	27	22½	20	13	203	4500	2850	2600
110 miles and over 100.....	73½	62	51	39½	31	25	22½	27	22½	20	13½	214	4700	2950	2600
120 miles and over 110.....	76	65	52	39½	33	27	24½	28½	24½	21½	13½	214	4750	3100	2750
130 miles and over 120.....	79	67½	53½	41	33	27	24½	28½	24½	21½	14	214	4950	3100	2750
140 miles and over 130.....	81½	69½	55½	41	34	28½	25	29½	25	22½	14	214	5100	3300	2900
150 miles and over 140.....	84½	72	56½	42½	34	28½	25	29½	27	22½	14	225	5100	3300	3050
160 miles and over 150.....	87½	73½	59	45	36½	29½	25	31	27	22½	15	225	5200	3400	3050
170 miles and over 160.....	90	74½	61	47	39½	31	27	31	28½	24½	15	236	5200	3400	3150
180 miles and over 170.....	92	76	62	47½	39½	31	27	33	28½	24½	16	236	5200	3550	3150
190 miles and over 180.....	92½	78	63½	49½	42½	33	27	33	28½	24½	16	248	5350	3550	3350
200 miles and over 190.....	94½	79	65	51	44	34	27	33	29½	25	16	248	5550	3650	3350
210 miles and over 200.....	96	80½	66½	52	44	34	27	34	29½	25	16	259	5650	3650	3400
220 miles and over 210.....	97	81½	67½	53½	45	35½	28½	35½	31	27	17	259	5800	3850	3400
230 miles and over 220.....	97	81½	67½	53½	45	35½	28½	35½	31	27	17	259	5900	3850	3600
240 miles and over 230.....	98½	83½	67½	53½	45	35½	29½	36½	33	28½	17½	259	5900	3950	3600
250 miles and over 240.....	98½	83½	67½	55½	45	35½	29½	36½	33	28½	17½	270	6100	3950	3600

RATES SHOWN IN CENTS—Continued

Distance	Per 100 Pounds											Per Ton	Per Carload		
	1	2	3	4	5	6	A	B	C*	D*	K		L	N	O	P
260 miles and over 250.....	98½	83½	67½	55½	45	35½	31	38½	34	29½	18½	270	6100	4100	3750
270 miles and over 260.....	100½	84½	69½	55½	47	35½	31	38½	34	29½	18½	270	6200	4100	3750
280 miles and over 270.....	100½	84½	69½	55½	47	35½	31	39½	35	31	19½	270	6200	4250	3750
300 miles and over 280.....	101½	86	70	56½	47	36½	33	39½	35	31	20	293	6350	4400	3850
320 miles and over 300.....	103	87½	72	58	47	36½	33	39½	36	33	21½	304	6500	4500	4000
340 miles and over 320.....	104	89	73½	59	47	36½	33	39½	36	33	21½	315	6650	4700	4200
360 miles and over 340.....	106	89	73½	59	47½	36½	33	41	37½	34	22½	326	6750	4750	4300
380 miles and over 360.....	107	90	74½	61	49½	38½	34	41	37½	34	22½	349	6950	4950	4450
400 miles and over 380.....	108½	92	74½	61	49½	38½	34	41	37½	34	24½	360	7000	5100	4550
420 miles and over 400.....	110	92½	76	62	51	39½	34	41	37½	34	24½	371	7250	5200	4750
440 miles and over 420.....	111½	92½	76	62	51	39½	34	41	38½	35	25	383	7350	5350	4850
460 miles and over 440.....	112½	94½	78	62	51	39½	35½	42½	38½	35	25	405	7350	5550	5000
480 miles and over 460.....	114½	94½	78	63½	63½	41	35½	42½	38½	35	27	416	7600	5650	5150
500 miles and over 480.....	115	96	79	63½	63½	41	36½	44	39½	36	27	416	7600	5800	5300

*Classes C and D, carload shipments, 20 per cent less than rates shown, including hay in straight or mixed carloads with grain or grain products other than flour.

By order of the Commission:
Effective March 10, 1924.
Circular No. 255.

R. O. SELF,
Clerk.

FREIGHT RATES ON ARTICLES INCLUDED IN UNIFORM BRICK LIST

AS SHOWN IN LIST (PAGE 175)

IN CENTS PER 100 POUNDS

MILES	SINGLE LINE	JOINT LINE
10 miles and less.....	4	5
20 miles and over 10.....	4½	5½
30 miles and over 20.....	5	6
40 miles and over 30.....	5½	6½
50 miles and over 40.....	6	7
60 miles and over 50.....	6½	7½
70 miles and over 60.....	7	8
80 miles and over 70.....	7½	8
SINGLE OR JOINT LINE		
90 miles and over 80.....		8
100 miles and over 90.....		8
120 miles and over 100.....		8½
140 miles and over 120.....		9
150 miles and over 140.....		9½
160 miles and over 150.....		9½
180 miles and over 160.....		10
200 miles and over 180.....		10½
220 miles and over 200.....		11
240 miles and over 220.....		11½

	SINGLE OR JOINT LINE
260 miles and over 240.....	12
280 miles and over 260.....	12½
300 miles and over 280.....	13
320 miles and over 300.....	13½
340 miles and over 320.....	14
360 miles and over 340.....	14½
380 miles and over 360.....	15
400 miles and over 380.....	15½
425 miles and over 400.....	16
450 miles and over 425.....	16½
475 miles and over 450.....	17
500 miles and over 475.....	17½
525 miles and over 500.....	18
550 miles and over 525.....	18½
575 miles and over 550.....	19
600 miles and over 575.....	19½

LIST OF ARTICLES INCLUDED IN THE UNIFORM BRICK LIST

C. L. Minimum Weight 50,000 Pounds

Rates apply on the following articles in straight or mixed carloads, made of (except as otherwise indicated) clay, concrete, gypsum, plaster or shale:

Blocks, viz.:

(Will not apply on Artificial Stone Blocks, Pieces or Slabs, in imitation of Natural Stone.)

Building (Solid, Hollow or Perforated), except enameled.

Condensing (including Condensing Rings).

Facing (Solid, Hollow or Perforated), except enameled.

Furnace.

Paving, Shale or Fire Clay.

Radial.

Salt Glazed, when shipped in same manner as building or facing blocks.

Segment.

Silo.

‡*Brick, viz.:*

Building (Solid, Hollow or Perforated), except enameled.

Facing (Solid, Hollow or Perforated), except enameled.

Fire, including Fire Brick made of Chrome, Corundite, Magnesite or Silica.

Furnace.

Paving, Shale or Fire Clay.

Radial.

Salt Glazed, when shipped in same manner as building or facing brick.

Sand.

Sand Cement.

Sand Lime.

Clay:

Ground (Fire).

Fire Clay, Ground Fire and Water combined.

*Conduits, not lined.**Curbing, Clay or Shale, Street (Vitrified).**Shales*

Ground (Fire).

Slabs (including Silo Slabs), Clay or Shale, not enameled, not roofing or ornamental, loaded loose in cars, when shipped in same manner as building or facing brick.

‡On Brick, common, not hollow, made from low-grade clay or shale, when not braced, wedged or packed for protection against rubbing, breaking or clipping, not including any grades (firsts, seconds, thirds, or culls), of enameled, face, front, paving, fire or refractory brick, rates will be 80 per cent of the mileage scale shown herein.

***Tiles**

Fire-proofing.

Hollow Building.

Applicable to common carriers in Groups A, B, and C. (See Circulars Nos. 252 and 253.)

By order of the Commission:

Raleigh, N. C.

R. O. SELF,
Clerk.

Issued March 22, 1928.

Effective April 2, 1928.

Circular No. 287 (Cancels Circular No. 270).

*Rates named herein will not apply on heavy load bearing Concrete Tile, as carried in Corporation Commission Circular No. 262.

CEMENT, HYDRAULIC, NATURAL OR PORTLAND, CARLOAD, MINIMUM WEIGHT 50,000 POUNDS, SUBJECT TO MARKED CAPACITY OF CAR, BUT NOT LESS THAN 40,000 POUNDS, IN CENTS PER 100 POUNDS.

DISTANCE	Applicable for Both Single and Joint Hauls		
	SCALE "A"	SCALE "B"	SCALE "C"
5 miles and under.....	4	4.5	6
10 miles and over 5.....	5	5.5	7
15 miles and over 10.....	6	6.5	8
20 miles and over 15.....	7	7.5	9
30 miles and over 20.....	8	9	10
40 miles and over 30.....	8.5	9.5	10.5
50 miles and over 40.....	9	10	11
60 miles and over 50.....	9.5	10.5	11.5
70 miles and over 60.....	10	11	12
80 miles and over 70.....	10.5	11.5	12.5
90 miles and over 80.....	11	12	13
100 miles and over 90.....	11.5	12.5	13.5
120 miles and over 100.....	12	13	14
140 miles and over 120.....	12.5	14	14.5
160 miles and over 140.....	13	14.5	15
180 miles and over 160.....	13.5	15	15.5
200 miles and over 180.....	14	15.5	16
220 miles and over 200.....	14.5	16	16.5
240 miles and over 220.....	15	16.5	17
260 miles and over 240.....	15.5	17	17.5
280 miles and over 260.....	16	17.5	18
300 miles and over 280.....	16.5	18	18.5
320 miles and over 300.....	17	18.5	19
340 miles and over 320.....	17.5	19.5	19.5
360 miles and over 340.....	18	20	20
380 miles and over 360.....	18.5	20.5	20.5
400 miles and over 380.....	19	21	21
420 miles and over 400.....	19.5	21.5	21.5
440 miles and over 420.....	20	22	22
460 miles and over 440.....	20.5	22.5	22.5
480 miles and over 460.....	21	23	23
500 miles and over 480.....	21.5	23.5	23.5
520 miles and over 500.....	22	24	24
540 miles and over 520.....	22.5	24.5	24.5
560 miles and over 540.....	23	25	25
580 miles and over 560.....	23.5	25.5	25.5
600 miles and over 580.....	24	26	26

SCALE "A"

Applicable over lines of carriers in Groups "A" and "B" of Circular No. 252, also over lines of Black Mountain Railway, East Carolina Railway, Piedmont & Northern Railway and the Virginia and Carolina Southern Railroad.

SCALE "B"

Applicable when all or part of the transportation is over lines of the Norfolk Southern Railroad.

SCALE "C"

Applicable when all or part of the transportation is over lines of carriers not provided for in Scales "A" and "B".

By order of the Commission:

R. O. SELF,

Issued May 3, 1928.

Clerk.

Effective April 14, 1928.

Circular No. 289 (Cancels Circular No. 266).

Applicable to common carriers in Groups A, B, C, and D. (See Circulars, Nos. 252 and 253.)

CEMENT RATES

APPLICABLE TO

COMMON CARRIERS IN GROUPS A, B, C, AND D OF CIRCULARS
NOS. 252 AND 253, OR REISSUES ON INTRASTATE TRAFFIC
BETWEEN POINTS IN NORTH CAROLINA

Descriptions Cement, Hydraulic, Natural or Portland, carload, minimum weight 50,000 pounds, subject to marked capacity of car, but not less than 40,000 pounds.

Change: The original circular should be corrected to provide for the removal of the East Carolina Railway from list of carriers taking Scale "A" rates and the placing of this carrier among those taking Scale "C" rate.

By order of the Commission:

R. O. SELF,

Issued July 9, 1928.

Clerk.

In accordance with supplemental order of the Commission, dated May 28, 1928.

Supplement No. 1, Circular No. 289.

FREIGHT RATES ON COAL AND COKE

The freight rate on coal and coke in cents, per ton of 2,000 pounds, carload minimum 30,000 pounds, will be as follows:

Distance	Rate	Distance	Rate
5 miles and under.....	\$.79	150 miles and over 140.....	\$ 1.92
10 miles and over 5.....	1.02	160 miles and over 150.....	1.92
15 miles and over 10.....	1.02	170 miles and over 160.....	2.03
20 miles and over 15.....	1.13	180 miles and over 170.....	2.03
25 miles and over 20.....	1.13	190 miles and over 180.....	2.03
30 miles and over 25.....	1.24	200 miles and over 190.....	2.14
35 miles and over 30.....	1.24	210 miles and over 200.....	2.14
40 miles and over 35.....	1.35	220 miles and over 210.....	2.14
45 miles and over 40.....	1.47	230 miles and over 220.....	2.25
50 miles and over 45.....	1.58	240 miles and over 230.....	2.25
55 miles and over 50.....	1.58	250 miles and over 240.....	2.25
60 miles and over 55.....	1.58	260 miles and over 250.....	2.25
65 miles and over 60.....	1.58	270 miles and over 260.....	2.37
70 miles and over 65.....	1.58	280 miles and over 270.....	2.37
75 miles and over 70.....	1.69	290 miles and over 280.....	2.37
80 miles and over 75.....	1.69	300 miles and over 290.....	2.48
85 miles and over 80.....	1.69	310 miles and over 300.....	2.48
90 miles and over 85.....	1.69	320 miles and over 310.....	2.48
95 miles and over 90.....	1.80	330 miles and over 320.....	2.59
100 miles and over 95.....	1.80	340 miles and over 330.....	2.59
110 miles and over 100.....	1.80	350 miles and over 340.....	2.70
120 miles and over 110.....	1.80	360 miles and over 350.....	2.70
130 miles and over 120.....	1.92	370 miles and over 360.....	2.82
140 miles and over 130.....	1.92	380 miles and over 370.....	2.82

Applicable for single line haul to all common carriers of the State except where other specific rates are approved by the Commission.

By order of the Commission:

R. O. SELF,

July 1, 1922.

Clerk.

Circular No. 230 (Cancels Circular No. 216).

CLAY GRAVEL (UNWASHED), C. L., MINIMUM WEIGHT MARKED CAPACITY OF CAR, EXCEPT WHERE CARS ARE LOADED TO FULL VISIBLE CAPACITY, IN WHICH CASE ACTUAL WEIGHT WILL BE CHARGED FOR, IN CENTS PER TON, 2,000 LBS.

(Applicable only for the purpose of building public roads or highways in which the State, towns or counties, are interested.)

Miles	Single Line	Miles	Single Line
22 miles and under.....	57	160 miles and over 120.....	113
42 miles and over 22.....	68	220 miles and over 160.....	124
72 miles and over 42.....	79	280 miles and over 220.....	135
92 miles and over 72.....	90	350 miles and over 280.....	147
120 miles and over 92.....	102	400 miles and over 350.....	158

By order of the Commission:

R. O. SELF,

March 1, 1927.

Clerk.

Circular No. 281 (Current Rates). Cancels Circular No. 193.

COTTON, IN BALES, ANY QUANTITY, IN CENTS PER 100 POUNDS

Distance	Rate Single Line	Rate Joint Haul	Distance	Rate Single Line	Rate Joint Haul
5 miles and under.....	15	-----	160 miles and over 150.....	55	61
10 miles and over 5.....	17	24	170 miles and over 160.....	57	62
15 miles and over 10.....	19	26	180 miles and over 170.....	58	63
20 miles and over 15.....	21	28	190 miles and over 180.....	59	64
25 miles and over 20.....	23	30	200 miles and over 190.....	60	65
30 miles and over 25.....	25	32	210 miles and over 200.....	61	66
35 miles and over 30.....	27	34	220 miles and over 210.....	62	67
40 miles and over 35.....	29	36	230 miles and over 220.....	64	69
45 miles and over 40.....	31	38	240 miles and over 230.....	64	69
50 miles and over 45.....	33	40	250 miles and over 240.....	66	71
55 miles and over 50.....	34	41	260 miles and over 250.....	66	71
60 miles and over 55.....	35	42	270 miles and over 260.....	68	72
65 miles and over 60.....	36	42	280 miles and over 270.....	68	72
70 miles and over 65.....	37	43	300 miles and over 290.....	69	73
75 miles and over 70.....	38	44	320 miles and over 310.....	70	74
80 miles and over 75.....	39	45	340 miles and over 330.....	71	75
85 miles and over 80.....	40	46	360 miles and over 350.....	72	76
90 miles and over 85.....	41	47	370 miles and over 360.....	73	76
95 miles and over 90.....	42	48	380 miles and over 370.....	73	76
100 miles and over 95.....	43	49	400 miles and over 380.....	74	77
110 miles and over 100.....	45	51	420 miles and over 400.....	75	78
120 miles and over 110.....	47	53	440 miles and over 420.....	76	79
130 miles and over 120.....	49	55	460 miles and over 440.....	77	80
140 miles and over 130.....	51	57	480 miles and over 460.....	78	80
150 miles and over 140.....	53	59	500 miles and over 480.....	79	81

Rates applicable to all common carriers by rail within the State. (See Circulars Nos. 252 and 253.)

In applying this scale of rates from point of origin within North Carolina to destinations within the State, rates so made shall in no case exceed rates from or to more distant interstate points, from or to which there are through published commodity rates and from or to which the intrastate origin or destination is directly intermediate and the movement is over a through route.

By order of the Commission:
July 15, 1926.

R. O. SELF,
Clerk.

Circular No. 278. Cancels Circular No. 235. (Effective September 1, 1926.)
Cancelled by Circular No. 280.

COTTON, IN BALES, ANY QUANTITY, IN CENTS PER 100 POUNDS

Distance	Rate Single Line	Rate Joint Haul	Distance	Rate Single Line	Rate Joint Haul
5 miles and under.....	15	-----	160 miles and over 150.....	55	61
10 miles and over 5.....	17	24	170 miles and over 160.....	57	62
15 miles and over 10.....	19	26	180 miles and over 170.....	58	63
20 miles and over 15.....	21	28	190 miles and over 180.....	59	64
25 miles and over 20.....	23	30	200 miles and over 190.....	60	65
30 miles and over 25.....	25	32	210 miles and over 200.....	61	66
35 miles and over 30.....	27	34	220 miles and over 210.....	62	67
40 miles and over 36.....	29	36	230 miles and over 220.....	64	69
45 miles and over 40.....	31	38	240 miles and over 230.....	64	69
50 miles and over 45.....	33	40	250 miles and over 240.....	66	71
55 miles and over 50.....	34	41	260 miles and over 250.....	66	71
60 miles and over 55.....	35	42	270 miles and over 260.....	68	72
65 miles and over 60.....	36	42	280 miles and over 270.....	68	72
70 miles and over 65.....	37	43	300 miles and over 280.....	69	73
75 miles and over 70.....	38	44	320 miles and over 300.....	70	74
80 miles and over 75.....	39	45	340 miles and over 320.....	71	75
85 miles and over 80.....	40	46	360 miles and over 340.....	72	76
90 miles and over 85.....	41	47	370 miles and over 360.....	73	76
95 miles and over 90.....	42	48	380 miles and over 370.....	73	76
100 miles and over 95.....	43	49	400 miles and over 380.....	74	77
110 miles and over 100.....	45	51	420 miles and over 400.....	75	78
120 miles and over 110.....	47	53	440 miles and over 420.....	76	79
130 miles and over 120.....	49	55	460 miles and over 440.....	77	80
140 miles and over 130.....	51	57	480 miles and over 460.....	78	80
150 miles and over 140.....	53	59	500 miles and over 480.....	79	81

Rates applicable to all common carriers by rail within the State. (See Circulars Nos. 252 and 253.)

In applying this scale of rates from point of origin within North Carolina to destinations within the State, rates so made shall in no case exceed rates from or to more distant interstate points, from or to which there are through published commodity rates and from or to which the intrastate origin or destination is directly intermediate and the movement is over a through route.

By order of the Commission:
Effective December 15, 1926.

R. O. SELF,
Clerk.

Circular No. 280 (Cancels Circular No. 278).

RATES ON COTTON SEED AND COTTON SEED HULLS, CARLOAD,
20,000 POUNDS MINIMUM, (SEE NOTE) IN CENTS PER TON
2,000 POUNDS.

Distance	Rate Single Line	Rate Joint Haul	Distance	Rate Single Line	Rate Joint Haul
7 miles and under.....	90	125	180 miles and over 170.....	203	238
12 miles and over 7.....	102	137	190 miles and over 180.....	214	249
17 miles and over 12.....	113	148	200 miles and over 190.....	214	249
22 miles and over 17.....	113	148	210 miles and over 200.....	214	249
27 miles and over 22.....	124	159	220 miles and over 210.....	214	249
32 miles and over 27.....	124	159	230 miles and over 220.....	225	260
37 miles and over 32.....	135	170	240 miles and over 230.....	225	260
42 miles and over 37.....	135	170	250 miles and over 240.....	237	272
47 miles and over 42.....	147	182	260 miles and over 250.....	237	272
52 miles and over 47.....	147	182	270 miles and over 260.....	237	272
57 miles and over 52.....	147	182	280 miles and over 270.....	237	272
62 miles and over 57.....	158	193	290 miles and over 280.....	248	283
67 miles and over 62.....	158	193	300 miles and over 290.....	248	283
72 miles and over 67.....	158	193	310 miles and over 300.....	259	294
77 miles and over 72.....	158	193	320 miles and over 310.....	259	294
82 miles and over 77.....	158	193	330 miles and over 320.....	259	294
87 miles and over 82.....	169	204	340 miles and over 330.....	259	294
92 miles and over 87.....	169	204	350 miles and over 340.....	270	305
97 miles and over 92.....	180	215	360 miles and over 350.....	270	305
100 miles and over 97.....	180	215	370 miles and over 360.....	270	305
110 miles and over 100.....	180	215	380 miles and over 370.....	270	305
120 miles and over 110.....	180	215	390 miles and over 380.....	282	317
130 miles and over 120.....	192	227	400 miles and over 390.....	282	317
140 miles and over 130.....	192	227	420 miles and over 400.....	293	328
150 miles and over 140.....	203	238	440 miles and over 420.....	293	328
160 miles and over 150.....	203	238	480 miles and over 440.....	304	339
170 miles and over 160.....	203	238	500 miles and over 480.....	315	350

Applicable to common carriers in Groups A, B and C. (See Circulars Nos. 252 and 253.)

By order of the Commission:

December 19, 1924.

Circular No. 267 (Cancels Circular No. 258).

R. O. SELF,
Clerk.

LIME, OTHER THAN SPENT, IN BAGS, BARRELS OR IN BULK, C. L., MINIMUM WEIGHT 24,000 LBS., EXCESS IN PROPORTION, IN CENTS PER 100 LBS.

Distance	Rate Single Line	Rate Joint Line	Distance	Rate Single Line	Rate Joint Line
5 miles and under.....	4 ½	6	170 miles and over 150.....	11 ½	12 ½
10 miles and over 5.....	6	7	190 miles and over 170.....	11 ½	13
15 miles and over 10.....	6 ½	7	210 miles and over 190.....	12 ½	13 ½
20 miles and over 15.....	7	8	230 miles and over 210.....	13	14
25 miles and over 20.....	7	8 ½	250 miles and over 230.....	13 ½	15
35 miles and over 25.....	8	9	270 miles and over 250.....	14	15
50 miles and over 35.....	8 ½	9 ½	280 miles and over 270.....	15	15 ½
65 miles and over 50.....	9	9 ½	300 miles and over 280.....	15	16
80 miles and over 65.....	9 ½	10 ½	340 miles and over 300.....	16	17
100 miles and over 80.....	9 ½	11	380 miles and over 340.....	17	18
120 miles and over 100.....	10 ½	11 ½	420 miles and over 380.....	18	19 ½
150 miles and over 120.....	11	11 ½	460 miles and over 420.....	19 ½	20

Applicable to all common carriers of the State having over seventy-five miles of rail within the State, except where other specific rates are approved by the Commission.

By order of the Commission:

August 26, 1925.

Circular No. 275 (Cancels Circular No. 242).

Effective September 10, 1925.

Cancelled by Circular 288.

R. O. SELF,
Clerk.

LIME AS PER DESCRIPTIONS BELOW

DESCRIPTION "A"

Lime, common, hydrated, quick or slack, in bulk, or in packages, as provided for carload shipments in Southern Classification, carload minimum weight 30,000 pounds. (See Note below.)

DESCRIPTION "B"

Lime, common, hydrated, quick or slack, in bulk or in sacks, carload, minimum weight 50,000 pounds. (See Note below.)

NOTE.—When the carload charge computed on the higher rate at actual weight (but not less than the minimum weight specified for the higher rate) exceeds the charge computed on the lower rate at actual weight (but not less than minimum weight specified for the lower rate) the latter charge will apply.

By order of the Commission:

Issued March 29, 1928.

Effective May 1, 1928.

Circular No. 288 (Cancels Circular No. 275).

R. O. SELF,

Clerk.

TABLE "A"

This table will apply over lines of carriers shown in Groups A, B, and C of Circulars Nos. 252 and 253, also over lines of other carriers which maintain, either voluntarily or on order of the Interstate Commerce Commission, like rates on interstate traffic.

Distances		RATES ARE IN CENTS PER TON 2,000 POUNDS			
		DESCRIPTION "A"		DESCRIPTION "B"	
		RATES (cents)		RATES (cents)	
		Minimum 30,000 pounds		Minimum 50,000 pounds	
		Single	Joint	Single	Joint
5 miles and under		70	80	56	64
10 miles and over	5	90	100	72	80
15 miles and over	10	100	110	80	88
20 miles and over	15	110	120	88	96
25 miles and over	20	120	130	96	104
30 miles and over	25	130	140	104	112
35 miles and over	30	140	150	112	120
40 miles and over	35	150	160	120	128
45 miles and over	40	160	170	128	136
50 miles and over	45	170	180	136	144
55 miles and over	50	180	190	144	152
60 miles and over	55	190	200	152	160
65 miles and over	60	200	210	160	168
70 miles and over	65	210	220	168	176
80 miles and over	70	220	220	176	176
90 miles and over	80	230	230	184	184
100 miles and over	90	240	240	192	192
120 miles and over	100	250	250	200	200
140 miles and over	120	260	260	208	208
160 miles and over	140	270	270	216	216
180 miles and over	160	280	280	224	224
200 miles and over	180	290	290	232	232
220 miles and over	200	300	300	240	240
240 miles and over	220	310	310	248	248
260 miles and over	240	320	320	256	256
280 miles and over	260	330	330	264	264
320 miles and over	280	340	340	272	272
360 miles and over	320	350	350	280	280
400 miles and over	360	360	360	288	288
440 miles and over	400	370	370	296	296
480 miles and over	440	380	380	304	304
520 miles and over	480	390	390	312	312
560 miles and over	520	400	400	320	320
600 miles and over	560	410	410	328	328

TABLE "B"

When the transportation is in whole or in part over either of the so-called short or weak lines, that is carriers not provided for in Table "A", rates will be determined as follows: Apply the rates applicable under appropriate scale or scales set forth above plus an arbitrary of 60 cents per ton under Description "A" and an arbitrary of 48 cents per ton under Description "B". Such arbitrary will accrue solely to the short line.

LIVE STOCK RATES

APPLICABLE TO

COMMON CARRIERS IN GROUPS A, B, AND C ON INTRASTATE
TRAFFIC BETWEEN POINTS IN NORTH CAROLINA

Governed by Southern Classification No. 46 in connection with North Carolina Exception Sheet No. 6, supplements thereto and reissues thereof.

IN CENTS PER 100 POUNDS

DISTANCE	IN CENTS PER 100 POUNDS										STOCKER RATES	HORSES and MULES, C. L. Minimum, See Note Below	
	CATTLE—BEEF and STOCK, Single Deck, C. L. Minimum 20,000 Lbs. (Double Deck Not Accepted)		CALVES, HOGS, and PIGS, Single Deck, C. L. Mini- mum 16,000 Lbs.		SHEEP, GOATS, LAMBS, and Kids, Single Deck, C. L. Minimum 12,000 Lbs.		CALVES and HOGS, Double Deck, C. L. Minimum, 22,000 Lbs. SHEEP, GOATS, LAMBS, KIDS, Double Deck, C. L. Minimum, 18 000 Lbs.						
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line					
5 miles and under	7	11	8.05	11.05	8.75	11.75	7	11	Rates on Stocker Cattle, Calves, Hogs, Pigs, Sheep, Lambs, Goats and Kids will be 25 per cent less for single line than fat animal rates, as shown in other columns herein. Joint line Stocker rates will be made as follows: Distances up to 190 miles, inclusive, add 3 cents; 191 to 200 miles inclusive, add 2½ cents; 201 miles to 350 miles inclusive, add 2 cents; 351 miles to 500 miles inclusive, add 1 cent, to single line Stocker rates.		11	15½	
10 miles and over 5 . . .	7	11	8.05	11.05	8.75	11.75	7	11			12½	15½	
15 miles and over 10 . . .	8	11	9.2	12.2	10	13	8	11			14	17	
20 miles and over 15 . . .	9	12	10.35	13.35	11.25	14.25	9	12			15	18	
25 miles and over 20 . . .	10	13	11.5	14.5	12.5	15.5	10	13			16	19	
30 miles and over 25 . . .	11	14	12.65	15.65	13.75	16.75	11	14			17	20	
35 miles and over 30 . . .	12	15	13.8	16.8	15	18	12	15			18	21	
40 miles and over 35 . . .	13	16	14.95	17.95	16.25	19.25	13	16			19	22	
50 miles and over 40 . . .	14	17	16.1	19.1	17.5	20.5	14	17			20½	23½	
60 miles and over 50 . . .	15	18	17.25	20.25	18.75	21.75	15	18			22	25	
70 miles and over 60 . . .	16	19	18.4	21.4	20	23	16	19	23½	26½			
80 miles and over 70 . . .	17	20	19.55	22.55	21.25	24.25	17	20	25	28			
90 miles and over 80 . . .	18	21	20.7	23.7	22.5	25.5	18	21	26½	29½			
100 miles and over 90 . . .	19	22	21.85	24.85	23.75	26.75	19	22	28	31			
110 miles and over 100 . . .	20	23	23	26	25	28	20	23	29	32			
120 miles and over 110 . . .	21	24	24.15	27.15	26.25	29.25	21	24	30	33			
130 miles and over 120 . . .	22	25	25.3	28.3	27.5	30.5	22	25	31	34			
140 miles and over 130 . . .	23	26	26.45	29.45	28.75	31.75	23	26	32	35			
150 miles and over 140 . . .	24	27	27.6	30.6	30	33	24	27	33	36			
160 miles and over 150 . . .	25	28	28.75	31.75	31.25	34.25	25	28	34	37			
170 miles and over 160 . . .	25½	28½	29.33	32.33	31.88	34.88	25½	28½	35	38			
180 miles and over 170 . . .	26	29	29.9	32.9	32.5	35.5	26	29	35½	38½			
190 miles and over 180 . . .	27	30	31	34.5	33.75	36.75	27	30	36½	39½			
200 miles and over 190 . . .	27½	30	31.6	34.5	34.38	36.88	27½	30	37	40			
210 miles and over 200 . . .	28	30	32.2	34.5	35	37	28	30	38	40			
220 miles and over 210 . . .	29	31	33.35	35.35	36.25	38.25	29	31	39	41			
230 miles and over 220 . . .	30	32	34.5	36.5	37.5	39.5	30	32	39½	41½			
240 miles and over 230 . . .	31	33	35.65	37.65	38.75	40.75	31	33	40½	42½			
250 miles and over 240 . . .	32	34	36.8	38.8	40	42	32	34	41	43			
275 miles and over 250 . . .	33½	35½	38.5	40.5	41.88	43.88	33½	35½	42½	44½			
290 miles and over 275 . . .	35	37	40.25	42.25	43.75	45.75	35	37	44	46			
300 miles and over 290 . . .	35	37	40.25	42.25	43.75	45.75	35	37	44	46			
325 miles and over 300 . . .	36½	38½	41.98	43.98	45.63	47.63	36½	38½	45	47			
350 miles and over 325 . . .	38	40	43.7	45.7	47.5	49.5	38	40	46	48			
375 miles and over 350 . . .	39½	40½	45.42	46.42	49.38	50.38	39½	40½	47	48			
400 miles and over 375 . . .	41	42	47.15	48.12	51.25	52.25	41	42	48	49			
425 miles and over 400 . . .	42½	43½	48.88	49.88	53.13	54.13	42½	43½	49	50			
450 miles and over 425 . . .	44	45	50.6	51.6	55	56	44	45	50	51			
480 miles and over 450 . . .	45	46	51.75	52.75	56.25	57.25	45	46	52	52			
500 miles and over 480 . . .	46	47	52.9	53.9	57.5	58.5	46	47	52½	53½			

Note.—Horses and Mules, C. L. minimum weight:

23,000 lbs. per standard car 36 feet, 7 inches and under in length. 24,500 lbs. per standard car 36 feet, 7 inches to and including 38 feet, 6 inches in length. 25,780 lbs per standard car over 38 feet, 6 inches to and including 40 feet, 6 inches in length. 26,910 lbs. per standard car over 40 feet, 6 inches in length.

LOGS, ROUGH, CL., PER CAR 40,000 POUNDS, EXCESS IN PROPORTION, IN CENTS.

Distance	Rate Single Line	Rate Joint Line	Distance	Rate Single Line	Rate Joint Line
10 miles-----	*720	*1,300	210 miles and over 200-----	3,300	3,850
20 miles-----	*855	*1,400	220 miles and over 210-----	3,300	3,850
30 miles-----	*1,050	*1,600	230 miles and over 220-----	3,400	3,950
40 miles-----	*1,150	*1,700	240 miles and over 230-----	3,400	3,950
50 miles-----	*1,300	*1,850	250 miles and over 240-----	3,550	4,100
60 miles-----	*1,400	*2,000	260 miles and over 250-----	3,550	4,100
70 miles-----	*1,600	*2,150	270 miles and over 260-----	3,650	4,250
80 miles-----	*1,700	*2,250	280 miles and over 270-----	3,650	4,250
90 miles-----	*1,850	*2,450	300 miles and over 280-----	3,850	4,400
100 miles-----	*2,000	*2,500	320 miles and over 300-----	3,850	4,450
110 miles and over 100-----	2,150	2,700	340 miles and over 320-----	3,950	4,500
120 miles and over 110-----	2,250	2,850	360 miles and over 340-----	4,000	4,550
130 miles and over 120-----	2,450	2,950	380 miles and over 360-----	4,100	4,700
140 miles and over 130-----	2,500	3,100	400 miles and over 380-----	4,250	4,750
150 miles and over 140-----	2,700	3,300	420 miles and over 400-----	4,300	4,850
160 miles and over 150-----	2,850	3,400	440 miles and over 420-----	4,400	4,950
170 miles and over 160-----	2,950	3,550	460 miles and over 440-----	4,450	5,000
180 miles and over 170-----	2,950	3,550	480 miles and over 460-----	4,500	5,100
190 miles and over 180-----	3,100	3,650	500 miles and over 480-----	4,550	5,150
200 miles and over 190-----	3,100	3,650			

*When rates are not shown for the exact distance, the charge shall not exceed the rate for the nearest distance. In case where the haul is equidistant the charge shall be that for the next higher distance.

Applicable to all common carriers of the State having over seventy-five miles of rail within the State except where other specific rates are approved by the Commission.

By order of the Commission:

August 5, 1923.

Circular No. 251 (Cancels Circular No. 246).

R. O. SELF,
Clerk.

RATES ON ROUGH LOGS, C. L., VIZ: DOGWOOD, HICKORY, PERSIMMON, GUMWOOD, ROUGH OAK, POPLAR, PINE, MAPLE, BIRCH, AND OTHER HARDWOOD LOGS, PER CARLOAD OF 40,000 LBS., IN CENTS PER CAR. EXCESS IN PROPORTION.

Distance	Rate
10 miles and under.....	900
20 miles and over 10.....	1,050
30 miles and over 20.....	1,100
40 miles and over 30.....	1,150
50 miles and over 40.....	1,300
60 miles and over 50.....	1,400
70 miles and over 60.....	1,600
75 miles and over 70.....	1,700

Applicable to all common carriers having less than 75 miles of line within the State, except where other rates on logs have been specifically approved by the Commission.

By order of the Commission:

June 30, 1925.

Circular No. 274 (Cancels Circular No. 273).

R. O. SELF,

Clerk.

MOLASSES IN BARRELS OR HOGSHEADS, IN CENTS PER 100 POUNDS

Distance	Rate Single Line	Rate Joint Haul	Distance	Rate Single Line	Rate Joint Haul
5 miles and under-----	6	7	160 miles and over 150-----	27	28 ½
10 miles and over 5-----	7	8 ½	170 miles and over 160-----	27	28 ½
15 miles and over 10-----	8	9	180 miles and over 170-----	28 ½	29 ½
20 miles and over 15-----	8 ½	10 ½	190 miles and over 180-----	28 ½	29 ½
25 miles and over 20-----	9	11	200 miles and over 190-----	28 ½	29 ½
30 miles and over 25-----	10 ½	11 ½	210 miles and over 200-----	29 ½	31
35 miles and over 30-----	11	11 ½	220 miles and over 210-----	29 ½	31
40 miles and over 35-----	11 ½	13	230 miles and over 220-----	29 ½	31
45 miles and over 40-----	11 ½	13 ½	240 miles and over 230-----	31	33
50 miles and over 45-----	13	14	250 miles and over 240-----	31	33
55 miles and over 50-----	13	14	260 miles and over 250-----	31	33
60 miles and over 55-----	14	16	270 miles and over 260-----	31	33
65 miles and over 60-----	14	16	280 miles and over 270-----	33	34
70 miles and over 65-----	16	17	300 miles and over 280-----	33	34
75 miles and over 70-----	16	17	320 miles and over 300-----	33	34
80 miles and over 75-----	17	18 ½	340 miles and over 220-----	34	35 ½
85 miles and over 80-----	17	18 ½	360 miles and over 340-----	34	35 ½
90 miles and over 85-----	18 ½	20	380 miles and over 360-----	34	35 ½
95 miles and over 90-----	18 ½	20	400 miles and over 380-----	35 ½	36 ½
100 miles and over 95-----	20	21 ½	420 miles and over 400-----	35 ½	36 ½
110 miles and over 100-----	21 ½	22 ½	440 miles and over 420-----	35 ½	36 ½
120 miles and over 110-----	22 ½	24 ½	460 miles and over 440-----	35 ½	36 ½
130 miles and over 120-----	24 ½	25	480 miles and over 460-----	36 ½	38 ½
140 miles and over 130-----	25	27	500 miles and over 480-----	36 ½	38 ½
150 miles and over 140-----	25	27			

Applicable to common carriers in Groups A and B (See Circulars No. 252 and 253).

By order of the Commission:
February 10, 1924.
Circular No. 257. (Current rates).

R. O. SELF,
Clerk.

PETROLEUM OIL AND ITS PRODUCTS, C. L., RATED 5TH CLASS IN
SOUTHERN CLASSIFICATION, IN CENTS PER 100 POUNDS

Distance	Rate Single Line	Rate Joint Haul	Distance	Rate Single Line	Rate Joint Haul
5 miles and under.....	8½	11½	160 miles and over 150.....	26½	29
10 miles and over 5.....	11½	14	170 miles and over 160.....	27½	29½
15 miles and over 10.....	13	15½	180 miles and over 170.....	27½	29½
20 miles and over 15.....	14	16	190 miles and over 180.....	29	31
25 miles and over 20.....	15½	17½	200 miles and over 190.....	29½	32
30 miles and over 25.....	16	18½	210 miles and over 200.....	29½	32
35 miles and over 30.....	16	18½	220 miles and over 210.....	31	33½
40 miles and over 35.....	17½	20	230 miles and over 220.....	31	33½
45 miles and over 40.....	17½	20	240 miles and over 230.....	31	33½
50 miles and over 45.....	18½	20½	250 miles and over 240.....	31	33½
55 miles and over 50.....	18½	20½	260 miles and over 250.....	31	33½
60 miles and over 55.....	20	22	270 miles and over 260.....	31	33½
65 miles and over 60.....	20	22	280 miles and over 270.....	31	33½
70 miles and over 65.....	20½	23	300 miles and over 280.....	32	34
75 miles and over 70.....	20½	23	320 miles and over 300.....	32	34
80 miles and over 75.....	22	24½	340 miles and over 320.....	32	34
85 miles and over 80.....	22	24½	360 miles and over 340.....	32	34
90 miles and over 85.....	22	24½	380 miles and over 360.....	33½	35½
95 miles and over 90.....	23	25	400 miles and over 380.....	33½	35½
100 miles and over 95.....	23	25	420 miles and over 400.....	34	36½
110 miles and over 100.....	23	25	440 miles and over 420.....	34	36½
120 miles and over 110.....	24½	26½	460 miles and over 440.....	34	36½
130 miles and over 120.....	24½	26½	480 miles and over 460.....	35	38
140 miles and over 130.....	25	27½	500 miles and over 480.....	35	38
150 miles and over 140.....	25	27½			

Applicable to common carriers in Groups A and B (See Circulars No. 252 and 253).

By order of the Commission:

February 10, 1924.

Circular No. 256. (Current rates).

R. O. SELF,
Clerk.

FREIGHT RATES ON TILE, CONCRETE BUILDING, WITHOUT ORNAMENTAL FACE, CARLOAD MINIMUM, FIFTY THOUSAND POUNDS (APPLIES ONLY TO HEAVY-LOAD-BEARING CONCRETE TILE.) IN CENTS PER 100 POUNDS

Miles	Rate Single Line	Rate Joint Line
10 miles and less	3.5	4.5
20 miles and over 10	4.0	5.0
30 miles and over 20	4.5	5.5
40 miles and over 30	5.0	5.5
50 miles and over 40	5.5	6.0
60 miles and over 50	6.0	6.5
70 miles and over 60	6.0	6.5
80 miles and over 70	6.5	7.0

Single or Joint Line

90 miles and over 80	7.0
100 miles and over 90	7.0
120 miles and over 100	7.5
140 miles and over 120	7.5
150 miles and over 140	8.0
160 miles and over 150	8.0
180 miles and over 160	8.5
200 miles and over 180	9.0
220 miles and over 200	9.5
240 miles and over 220	9.5
260 miles and over 240	10.0
280 miles and over 260	10.5
300 miles and over 280	11.0
320 miles and over 300	11.5
340 miles and over 320	11.5
360 miles and over 340	12.0
380 miles and over 360	12.5
400 miles and over 380	13.0
425 miles and over 400	13.5
450 miles and over 425	13.5

Applicable to lines named in Groups A, B, and C (See Circulars Nos. 252 and 253).

By order of the Commission:

R. O. SELF,

February 25, 1925.

Circular No. 271 (Cancels Circular No. 262).

Effective March 25, 1925.

STONE, MARBLE, GRANITE, VIZ.: CURBING OR PAVING BLOCKS;
BUILDING: DIMENSION OR RANDOM; ROUGH QUARRIED OR
DRESSED; NOT POLISHED OR CARVED. CARLOAD MINIMUM
50,000 POUNDS. PER TON 2,000 POUNDS

Miles	Rate Single Line	Rate Joint Haul	Miles	Rate Single Line	Rate Joint Haul
5 miles and under.....	80	100	160 miles and over 150.....	162	177
10 miles and over 5.....	87	107	170 miles and over 160.....	164	179
15 miles and over 10.....	90	110	180 miles and over 170.....	166	181
20 miles and over 15.....	93	113	190 miles and over 180.....	168	183
25 miles and over 20.....	96	116	200 miles and over 190.....	170	185
30 miles and over 25.....	100	120	210 miles and over 200.....	172	185
35 miles and over 30.....	103	123	220 miles and over 210.....	174	185
40 miles and over 35.....	106	126	230 miles and over 220.....	176	186
45 miles and over 40.....	110	130	240 miles and over 230.....	178	188
50 miles and over 45.....	113	130	250 miles and over 240.....	180	190
55 miles and over 50.....	116	136	260 miles and over 250.....	182	192
60 miles and over 55.....	119	139	270 miles and over 260.....	184	194
65 miles and over 60.....	123	143	280 miles and over 270.....	186	196
70 miles and over 65.....	126	146	290 miles and over 280.....	189	198
75 miles and over 70.....	129	149	300 miles and over 290.....	190	200
80 miles and over 75.....	132	152	310 miles and over 300.....	192	202
85 miles and over 80.....	135	155	320 miles and over 310.....	194	204
90 miles and over 85.....	139	159	330 miles and over 320.....	196	206
95 miles and over 90.....	142	162	340 miles and over 330.....	199	208
100 miles and over 95.....	145	165	350 miles and over 340.....	200	210
110 miles and over 100.....	148	165	360 miles and over 350.....	202	212
120 miles and over 110.....	151	166	370 miles and over 360.....	204	214
130 miles and over 120.....	154	169	380 miles and over 370.....	206	216
140 miles and over 130.....	157	172	390 miles and over 380.....	209	218
150 miles and over 140.....	160	175	400 miles and over 390.....	210	220

Applicable to lines named in Groups A, B, and C, (See Circular No. 253);
also Montgomery Lumber Company Railroad.

By order of the Commission:

June 12, 1924.

Circular No. 260.

Effective July 1, 1924.

R. O. SELF,
Clerk.

RATES ON MARBLE, GRANITE AND STONE (CRUSHED OR RUBBLE), STONE SCREENINGS, GRAVEL (WASHED), SLAG, CHERT, AND SAND, IN STRAIGHT OR MIXED CARLOADS, CARLOAD MINIMUM WEIGHT 90 PER CENT OF MARKED CAPACITY OF CAR, EXCEPT WHEN CARS ARE LOADED TO THEIR VISIBLE CAPACITY THE ACTUAL WEIGHT WILL GOVERN, PER TON OF 2,000 POUNDS

Distance	Rate Single Line	Rate Joint Haul	Distance	Rate Single Line	Rate Joint Haul
5 miles and under.....	50	70	190 miles and over 180	138	153
10 miles and over 5.....	57	77	200 miles and over 190.....	140	155
15 miles and over 10.....	60	80	210 miles and over 200.....	142	155
20 miles and over 15.....	63	83	220 miles and over 210.....	144	155
25 miles and over 20.....	66	86	230 miles and over 220.....	146	156
30 miles and over 25.....	70	90	240 miles and over 230.....	148	158
35 miles and over 30.....	73	93	250 miles and over 240.....	150	160
40 miles and over 35.....	76	96	260 miles and over 250.....	152	162
45 miles and over 40.....	80	100	270 miles and over 260.....	154	164
50 miles and over 45.....	83	103	280 miles and over 270.....	156	166
55 miles and over 50.....	86	106	290 miles and over 280.....	158	168
60 miles and over 55.....	89	109	300 miles and over 290.....	160	170
65 miles and over 60.....	93	113	310 miles and over 300.....	162	172
70 miles and over 65.....	96	116	320 miles and over 310.....	164	174
75 miles and over 70.....	99	119	330 miles and over 320.....	166	176
80 miles and over 75.....	102	122	340 miles and over 330.....	168	178
85 miles and over 80.....	105	125	350 miles and over 340.....	170	180
90 miles and over 85.....	109	129	360 miles and over 350.....	172	182
95 miles and over 90.....	112	132	370 miles and over 360.....	174	184
100 miles and over 95.....	115	135	380 miles and over 370.....	176	186
110 miles and over 100.....	118	135	390 miles and over 380.....	178	188
120 miles and over 110.....	121	136	400 miles and over 390.....	180	190
130 miles and over 120.....	124	139	410 miles and over 400.....	182	192
140 miles and over 130.....	127	142	420 miles and over 410.....	184	194
150 miles and over 140.....	130	145	430 miles and over 420.....	186	196
160 miles and over 150.....	132	147	440 miles and over 430.....	188	198
170 miles and over 160.....	134	149	450 miles and over 440.....	190	200
180 miles and over 170.....	136	151			

Applicable to common carriers in Groups A, B, and C, Moore Central Railway and Washington and Vandemere Railroad. (See Circulars Nos. 252 and 253.)

By order of the Commission:
September 22, 1926.

R. O. SELF,
Clerk.

Circular No. 279 (Cancels Circular No. 259).
Cancelled by Circular 284.

MAXIMUM RATES ON MARBLE, GRANITE AND STONE (CRUSHED OR RUBBLE), STONE SCREENINGS, GRAVEL (WASHED), SLAG, CHERT, CINDERS, AND SAND, IN STRAIGHT OR MIXED CARLOADS, CARLOAD MINIMUM WEIGHT 90 PER CENT OF MARKED CAPACITY OF CAR, EXCEPT WHEN CARS ARE LOADED TO THEIR VISIBLE CAPACITY THE ACTUAL WEIGHT WILL GOVERN, PER TON OF 2,000 POUNDS

TABLE "A"

Applicable to Common Carriers as shown in Groups A, B, and C of Circulars Nos. 252 and 253, also Louisville and Nashville Railroad and Abingdon Branch of the Norfolk and Western Railway.

Distances	Rate Single Line	Rate Joint Line
10 miles and under.....	50	65
20 miles and over 10 miles.....	55	70
30 miles and over 20 miles.....	60	75
40 miles and over 30 miles.....	70	85
60 miles and over 40 miles.....	80	95
80 miles and over 60 miles.....	90	105
100 miles and over 80 miles.....	100	115
125 miles and over 100 miles.....	110	125
150 miles and over 125 miles.....	120	135
175 miles and over 150 miles.....	130	140
200 miles and over 175 miles.....	135	145
230 miles and over 200 miles.....	140	150
260 miles and over 230 miles.....	150	160
290 miles and over 260 miles.....	160	170
320 miles and over 290 miles.....	165	175
360 miles and over 320 miles.....	175	180
400 miles and over 360 miles.....	185	190
440 miles and over 400 miles.....	195	200
480 miles and over 440 miles.....	205	210

TABLE "B"

When the transportation is in whole or in part over either of the so-called short lines, that is independent lines under 75 miles in length, rates are to be determined as follows: Apply the rates applicable under appropriate scale or scales above set forth plus the following arbitrary which is to accrue solely to the short line. Arbitrary: Twenty-five (25) cents per net ton.

(See Circulars Nos. 252 and 253.)

By order of the Commission:

Effective August 1, 1927.

Circular No. 284 (Cancels Circular No. 279).

R. O. SELF,
Clerk.

RATES ON HEAVY LOAD-BEARING CONCRETE BLOCKS WITHOUT ORNAMENTAL FACE, CARLOAD, MINIMUM 50,000 POUNDS, IN CENTS PER 100 POUNDS

Distance	Rate Single Line	Rate Joint Line	Distance	Rate Single Line	Rate Joint Line
7 miles and under.....	3½	4½	97 miles and over 92.....	6½	7½
12 miles and over 7.....	4½	5½	100 miles and over 97.....	6½	7½
17 miles and over 12.....	4½	5½	120 miles and over 100.....	7	8
22 miles and over 17.....	4½	5½	130 miles and over 120.....	7	8
27 miles and over 22.....	4½	5½	140 miles and over 130.....	7	8
32 miles and over 27.....	5	6	160 miles and over 140.....	7	8
37 miles and over 32.....	5	6	180 miles and over 160.....	7½	8½
42 miles and over 37.....	5	6	200 miles and over 180.....	8	9
47 miles and over 42.....	5	6	220 miles and over 200.....	8½	9½
52 miles and over 47.....	5½	6½	240 miles and over 220.....	9	10
57 miles and over 52.....	5½	6½	260 miles and over 240.....	9½	10½
62 miles and over 57.....	5½	6½	280 miles and over 260.....	9½	10½
67 miles and over 62.....	5½	6½	300 miles and over 280.....	10	11
72 miles and over 67.....	6	7	320 miles and over 300.....	10½	11½
77 miles and over 72.....	6	7	340 miles and over 320.....	11	12
82 miles and over 77.....	6	7	360 miles and over 340.....	11½	12½
87 miles and over 82.....	6	7	380 miles and over 360.....	11½	12½
92 miles and over 87.....	6½	7½	400 miles and over 380.....	12	13

Applicable to lines named in Groups A, B, and C (See Circulars Nos. 252 and 253).

By order of the Commission:
September 2, 1924.
Circular No. 262.
Effective September 20, 1924.

R. O. SELF,
Clerk.

ARTIFICIAL BUILDING STONE**As Per Descriptions Below****DESCRIPTION "A"**

Building blocks, plain faced, not in imitation of chiseled, dressed, hammered, or sand rubbed natural stone, loose or in packages, carload minimum weight 36,000 pounds, per ton of 2,000 pounds.

DESCRIPTION "B"

Blocks, pieces or slabs, N. O. I. B. N., moulded in imitation of chiseled, dressed, hammered or sand rubbed natural stone, loose or in packages, carload minimum weight 36,000 pounds, per ton of 2,000 pounds.

DESCRIPTION "C"

Blocks, pieces or slabs, N. O. I. B. N., moulded in imitation of carved lettered or traced natural stone, packed in excelsior, hay, straw, or similar packing material or in packages, carload minimum 36,000 pounds.

Blocks, pieces or slabs, N. O. I. B. N., in slabs, in boxes or crates, in blocks or pieces in boxes or crates or with finished surfaces protected by boxing or crating securely strapped to each piece, carload minimum weight 36,000 pounds, per ton of 2,000 pounds.

Applicable to common carriers in Groups A, B, and C. (See Circulars Nos. 252 and 253).

By order of the Commission:

Issued January 20, 1928.

Effective retro-active March 25, 1927.

Circular No. 286.

R. O. SELF,
Clerk.

MILES	DESCRIPTION "A"		DESCRIPTION "B"		DESCRIPTION "C"	
	Single	Joint	Single	Joint	Single	Joint
5 miles and under-----	90	---	130	---	180	---
10 miles and over 5---	100	150	140	190	190	240
15 miles and over 10---	110	160	140	200	200	250
20 miles and over 15---	110	160	140	200	200	250
25 miles and over 20---	120	170	150	210	210	260
30 miles and over 25---	120	170	150	210	210	260
35 miles and over 30---	130	180	160	220	220	270
40 miles and over 35---	130	180	160	220	220	270
45 miles and over 40---	140	190	170	230	230	280
50 miles and over 45---	140	190	170	230	230	280
55 miles and over 50---	140	200	180	230	230	290
60 miles and over 55---	140	200	180	230	230	290
65 miles and over 60---	150	200	190	230	240	290
70 miles and over 65---	150	200	190	230	240	290
75 miles and over 70---	160	210	200	240	250	300
80 miles and over 75---	160	210	200	240	250	300
85 miles and over 80---	170	220	210	250	260	310
90 miles and over 85---	170	220	210	250	260	310
95 miles and over 90---	180	230	220	260	270	320
100 miles and over 95---	180	230	220	260	270	320
110 miles and over 100---	190	230	230	270	280	320
120 miles and over 110---	200	240	230	280	290	330
130 miles and over 120---	210	250	240	290	300	340
140 miles and over 130---	220	260	250	300	310	350
150 miles and over 140---	230	270	260	310	320	360
160 miles and over 150---	230	280	270	320	320	370
170 miles and over 160---	240	280	280	320	330	370
180 miles and over 170---	250	290	290	320	340	380
190 miles and over 180---	260	300	300	330	350	390
200 miles and over 190---	270	310	310	340	360	400
210 miles and over 200---	280	320	320	350	370	410
220 miles and over 210---	290	320	320	360	380	410
230 miles and over 220---	300	330	330	370	390	420
240 miles and over 230---	310	340	340	380	400	430
250 miles and over 240---	320	350	350	390	410	440
260 miles and over 250---	320	360	360	400	410	450
270 miles and over 260---	340	370	380	400	430	460
280 miles and over 270---	340	370	380	400	430	460
290 miles and over 280---	360	390	400	410	450	480
300 miles and over 290---	360	390	400	410	450	480
310 miles and over 300---	380	410	410	440	470	500
320 miles and over 310---	380	410	410	440	470	500
330 miles and over 320---	400	420	430	460	490	510
340 miles and over 330---	400	420	430	460	490	510
350 miles and over 340---	410	440	450	480	500	530
360 miles and over 350---	410	440	450	480	500	530
370 miles and over 360---	430	450	470	490	520	540
380 miles and over 370---	430	450	470	490	520	540
390 miles and over 380---	450	470	490	500	540	560

WOOD, FIRE OR CORD, (FOR FUEL PURPOSES) C. L. IN CENTS PER CORD

CARLOAD MINIMUM

In cars, inside length under 36 feet.....	12 cords
In cars, inside length 36 feet.....	14 cords
In cars, inside length 38 feet and over 36 feet.....	15 cords
In cars, inside length 40 feet and over 38 feet.....	16 Cords
In cars, inside length over 40 feet.....	17 Cords

Distance	Rate Single Line
5 miles and under.....	70
10 miles and over 5.....	70
15 miles and over 10.....	78 ½
20 miles and over 15.....	84 ½
30 miles and over 20.....	84 ½
40 miles and over 30.....	99
50 miles and over 40.....	112 ½
70 miles and over 50.....	127
90 miles and over 70.....	141 ½
110 miles and over 90.....	155
130 miles and over 110.....	169
150 miles and over 130.....	182 ½
170 miles and over 150.....	197

Applicable to lines named in Groups A, B, and C (See Circulars Nos. 252 and 253).

By order of the Commission:

Effective October 1, 1924.

Circular No. 265 (Cancels Circular No. 263).

R. O. SELF,

ATLANTIC COAST LINE RAILROAD SYSTEM

Consolidated Report of the Atlantic Coast Line Railroad System, Inc., for the year ending December 31, 1927.

Submitted to the Board of Directors, Atlantic Coast Line Railroad System, Inc.

PART TWO

COMPILATION FROM ANNUAL STATISTICAL REPORTS OF ALL RAILROAD COMPANIES OPERATING IN NORTH CAROLINA, SHOWING CAPITALIZATION, OPERATING REVENUES, ETC., FOR YEARS ENDING DECEMBER 31, 1926 AND 1927.

ATLANTIC COAST LINE RAILROAD COMPANY

COMPILATION OF RAILROAD RETURNS FOR THE YEARS ENDING DECEMBER 31, 1926 AND 1927

PRINCIPAL GENERAL OFFICERS—1927

Title	Name	Official Address
President.....	J. R. Kenly.....	Wilmington, N. C.
Executive Vice-President.....	Lyman Delano.....	Wilmington, N. C.
Vice-President.....	George B. Elliott.....	Wilmington, N. C.
Vice President.....	R. A. Brand.....	Wilmington, N. C.
Vice-President.....	H. L. Borden.....	New York, N. Y.
Vice-President.....	P. R. Albright.....	Wilmington, N. C.
Vice-President.....	T. F. Darden.....	Wilmington, N. C.
Secretary.....	H. L. Borden.....	New York, N. Y.
Treasurer.....	John T. Reid.....	Wilmington, N. C.
General Counsel.....	George B. Elliott.....	Wilmington, N. C.
Comptroller.....	W. D. McCaig.....	Wilmington, N. C.
General Manager.....	P. R. Albright.....	Wilmington, N. C.
Chief Engineer.....	J. E. Willoughby.....	Wilmington, N. C.
Tax Agent.....	C. S. Morse.....	Wilmington, N. C.
General Superintendent Motive Power.....	R. D. Hawkins.....	Wilmington, N. C.

DIRECTORS

H. Walters, Baltimore, Md.; George C. Jenkins, Baltimore, Md.; Waldo Newcomer, Baltimore, Md.; J. J. Nelligan, Baltimore, Md.; F. B. Adams, New York, N. Y.; F. W. Scott, Richmond, Va.; F. K. Borden, Goldsboro, N. C.; Lyman Delano, Wilmington, N. C.; George B. Elliott, Wilmington, N. C.; H. C. McQueen, Wilmington, N. C.; W. W. MacKall, Savannah, Ga.; H. L. Borden, New York, N. Y.; J. R. Kenly, Wilmington, N. C.

ROAD OPERATED—ENTIRE LINE

	1926	1927
Main line and branches (miles).....	4,996.07	5,104.71
Second main Track (miles).....	678.68	690.08
Total trackage.....	7,028.83	7,282.79
Length of road owned.....	4,775.43	4,794.56

N. C. CORPORATION COMMISSION

CAPITAL STOCK, ETC.—ENTIRE LINE

	1926	1927
Capital stock.....	\$ 68,782,900.00	\$ 82,539,400.00
Cost of road per mile.....	14,430.35	17,215.22
Funded debt.....	157,678,630.00	159,403,330.00
Funded debt per mile.....	33,018.72	33,246.50
Cost of road.....	177,940,186.65	183,265,655.05
Cost of road per mile.....	37,261.81	38,223.66
Cost of equipment.....	82,234,258.70	82,017,357.95
Cost of equipment per mile.....	17,220.28	17,158.10
Operating revenue.....	97,086,517.07	80,426,296.32
Operating expenses (Interest on bonds not included).....	70,701,770.46	64,330,334.85
Net operating revenue.....	26,384,746.61	16,096,061.47
Operating revenue, per mile.....	19,688.65	15,878.36
Operating expenses, per mile.....	14,337.96	12,700.56
Total Freight revenue.....	68,001,687.40	58,839,071.46
Total passenger train service revenue.....	26,240,750.30	19,264,095.41
Freight revenue, per mile.....	13,790.40	11,616.45
Total number passengers carried earning revenue.....	4,777,646	3,536,762
Passenger service train revenue, per mile.....	5,321.49	3,803.26
Average receipts per passenger, per mile.....	.03479	.03438
Taxes paid.....	6,725,000.00	6,050,000.00

NUMBER OF EMPLOYEES

Employees (1926): Number—Executives, officials and staff assistants, 265; Professional, clerical and general, 3907; Maintenance of way and structures, 7,739; Maintenance of equipment and stores, 8,831; Transportation (other than train, engine, and yard), 4,425; Transportation (yardmasters, switchtenders and hostlers), 358; Transportation (train and engine service), 4,920. Total, 30,445.

Employees (1927): Number—Executives, officials and staff assistants, 270; Professional, clerical and general, 3,729; Maintenance of way and structures, 7,232; Maintenance of equipment and stores, 7,598; Transportation (other than train, engine and yard), 4,070; Transportation (yardmasters, switchtenders and hostlers), 296; Transportation (train and engine service), 4,415. Total, 27,610.

ROAD OPERATED—NORTH CAROLINA

	1926	1927
Main line and branches (miles).....	1,027.72	1,027.54

CAPITAL STOCK, ETC.—NORTH CAROLINA

	1926	1927
*Capital stock.....	\$ 14,770,359.30	\$ 17,689,327.15
*Funded debt.....	33,934,009.91	34,162,108.61
*Cost of road.....	38,294,707.37	39,276,339.59
*Cost of equipment.....	17,697,826.16	17,630,634.07
Operating revenue.....	20,264,637.21	18,606,836.81
Operating expenses.....	14,757,580.55	14,882,799.84
Total freight revenue.....	14,669,294.93	14,163,038.86
Total passenger train service revenue.....	5,142,075.96	4,148,200.77
Freight revenue, per mile.....	14,178.30	13,330.80
Passenger service train revenue, per mile.....	4,969.97	3,904.45
Total number of passengers carried earning revenue.....	1,538,541	1,123,204
Average receipts per passenger per mile.....	.03570	.03466
Taxes paid in North Carolina.....	1,297,589.74	1,392,254.06

*Estimated on mileage basis.

Carolina, Clinchfield and Ohio Railway Company

(OPERATED BY CLINCHFIELD RAILROAD CO.)

OFFICERS, 1927

Title	Name	Official Address
President.....	John B. Dennis.....	New York, N. Y.
Vice-President.....	Edward C. Billy.....	New York, N. Y.
Vice-President.....	C. Ledyard Blair.....	New York, N. Y.
Secretary and Treasurer.....	I. J. Cunningham.....	New York, N. Y.

DIRECTORS

Edward C. Billy, New York, N. Y.; C. Ledyard Blair, New York, N. Y.; Mortimer N. Buckner, New York, N. Y.; John B. Dennis, New York, N. Y.; N. S. Meldrum, New York, N. Y.; W. W. Miller, New York, N. Y.; J. W. Pless, Marion, N. C.; W. M. Ritter, Columbus, O.; H. H. Vreeland, New York, N. Y.

ROAD OPERATED—ENTIRE LINE

Length of road owned.....	266.36
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CAPITAL STOCK, ETC.—ENTIRE LINE

	1927
Capital stock.....	\$ 25,000,000.00
Capital stock, per mile.....	93,857.93
Funded Debt.....	27,879,000.00
Funded debt, per mile.....	104,666.61
Cost of road.....	49,710,065.39
Cost of road, per mile.....	186,627.36
Cost of equipment.....	17,957,901.62
Cost of equipment, per mile.....	67,415.91

NUMBER OF EMPLOYEES

Employees (1926): Number—Executives, officials and staff assistants, 21; Professional, clerical and general, 272; Maintenance of way and structures, 600; Maintenance of equipment and stores, 609; Transportation (other than train, engine and yard), 100; Transportation (yardmasters, switchtenders and hostlers), 43; Transportation (train and engine service), 284. Total, 1,893.

Employees (1927): Number—Executives, officials and staff assistants, 22; Professional, clerical and general, 260; Maintenance of way and structures, 586; Maintenance of equipment and stores 517; Transportation (other than train, engine and yard), 98; Transportation (yardmasters, switchtenders and hostlers), 43; Transportation (train and engine service), 265. Total, 1,791.

ROAD OPERATED IN NORTH CAROLINA

	1926	1927
Main line and branch.....	117.4	117.4

CAPITAL STOCK, ETC.—ENTIRE LINE

	1926	1927
*Capital stock.....	\$.....	\$ 11,018,920.98
*Funded debt.....		12,287,860.01
*Cost of road.....		21,910,052.06
*Cost of equipment.....		7,914,627.83
Operating revenue.....	3,295,449.02	3,191,023.98
Operating expenses.....	1,779,073.28	1,807,613.41
Net operating revenue.....	1,516,375.74	1,383,410.57
Operating revenue, per mile.....	28,070.26	27,180.78
Operating expense, per mile.....	15,153.94	15,426.85
Total freight revenue.....	3,164,784.34	3,062,091.54
Total passenger train service revenue.....	117,498.65	103,389.62
Freight revenue, per mile.....	26,957.28	26,082.55
Passenger service train revenue, per mile.....	1,000.84	880.66
Total number passengers carried earning revenue.....	65,678	58,338
Average receipts per passenger, per mile.....	.03536	.0343
Taxes paid in North Carolina.....	288,504.06	335,181.91

*Estimated on mileage basis.

CAROLINA AND NORTHWESTERN RAILWAY COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	L. E. Jeffries.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Vice-President.....	Geo. H. Dugan.....	Washington, D. C.
Secretary.....	G. E. Maudlin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
General Counsel.....	L. E. Jeffries.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

DIRECTORS—1927

William A. Barber, New York City, N. Y.; F. S. Wynn, Washington, D. C.; Fairfax Harrison, Washington, D. C.; T. H. White, Chester, S. C.; S. H. Hardin, Chester, S. C.; Geo. H. Dugan, Washington, D. C.; L. F. Long, Newton, N. C.; A. K. Winget, Gastonia, N. C.

HISTORY

Carolina and Northwestern Railway Company, organized July 18, 1895, under the Private Laws of North Carolina, 1895, Chapter 190, p. 306; 1901, Chapter 114, p. 301, and the Laws of South Carolina, Volume 23, State Act No. 337, p. 567, approved February 17, 1900.

ROAD OPERATED—ENTIRE LINE

	1926	1927
Main line (miles).....	124.3	124.3
Trackage rights, (miles).....	9.20	9.20
Industrial, yard and siding tracks.....	23.30	23.30

CAPITAL STOCK, ETC.—ENTIRE LINE

	1926	1927
Capital stock.....	\$ 1,404,250.00	\$ 1,404,250.00
Capital stock, per mile.....	11,297.25	11,297.25
Funded debt.....	2,071,000.00	2,071,000.00
Funded debt, per mile.....	16,661.30	16,661.30
Cost of road.....	3,670,267.85	3,724,678.02
Cost of road, per mile.....	29,527.50	29,965.22
Cost of equipment.....	256,427.57	222,240.98
Cost of equipment, per mile.....	2,062.97	1,787.94
Operating revenue.....	1,004,838.35	966,575.88
Operating expense.....	620,536.84	605,197.88
Net operating revenue.....	384,301.51	361,378.00
Operating revenue, per mile.....	7,526.88	7,240.26
Operating expenses, per mile.....	4,648.22	4,533.32
Total freight revenue.....	918,848.89	887,793.61
Total passenger train service revenue.....	71,472.62	64,631.41
Freight revenue, per mile.....	6,882.76	6,650.14
Passenger service train revenue, per mile.....	535.38	484.13
Total number of passengers carried earning revenue.....	56,750	47,196
Average receipts per passenger, per mile.....	.03582	.03543
Taxes paid.....	60,414.16	52,288.24

NUMBER OF EMPLOYEES

Employees (1926): Number—Executives, officials and staff assistants, 4; Professional, clerical and general, 30; Maintenance of way and structures, 110; Maintenance of equipment and stores, 42; Transportation (other than train, engine and yard) 34; Transportation (train and engine service), 51; Total, 272.

Employees (1927): Number—Executives, officials and staff assistants, 4; Professional, clerical and general, 30; Maintenance of way and structures, 99; Maintenance of equipment and stores, 42; Transportation (other than train, engine and yard), 34; Transportation (train and engine service), 46 Total, 255.

ROAD OPERATED—NORTH CAROLINA

	1926	1927
Main line (miles)	87.3	87.3
Under trackage rights (miles)	9.20	9.20

CAPITAL STOCK, ETC.—NORTH CAROLINA

	1926	1927
*Capital stock	\$ 986,249.92	\$ 986,249.92
*Capital stock, per mile	11,297.25	11,297.25
*Funded debt	1,454,531.49	1,454,536.49
*Funded debt, per mile	16,661.30	16,661.30
*Cost of road	2,577,750.75	2,615,963.70
*Cost of road, per mile	29,527.50	29,965.22
*Cost of equipment	180,100.18	156,087.16
*Cost of equipment, per mile	2,062.97	1,787.94
*Operating revenue	822,496.92	807,353.1
*Operating expenses	492,985.22	480,835.77
Net operating revenue	329,511.70	326,517.33
Operating revenue, per mile	8,523.28	8,366.35
Operating expenses, per mile	5,108.66	4,982.75
Total freight revenue	748,884.84	739,432.00
Total passenger train service revenue	61,814.19	56,104.20
Freight revenue, per mile	7,760.46	7,662.51
Passenger service train revenue, per mile	640.56	581.39
Total number of passengers carried earning revenue	47,931	39,862
Average receipts per passenger, per mile .....	.03582	.03542
Taxes paid, North Carolina	34,976.07	28,614.06

*Estimated on mileage basis.

NORFOLK SOUTHERN RAILROAD COMPANY

PRINCIPAL GENERAL OFFICERS—1927

Title	Name	Official Address
President.....	George R. Loyall.....	Norfolk, Va.
Vice-President.....	F. P. Pelter.....	Lynchburg, Va.
Vice-President.....	E. D. Kyle.....	Norfolk, Va.
Secretary.....	M. S. Hawkins.....	Norfolk, Va.
Treasurer.....	J. F. George.....	Norfolk, Va.
General Counsel.....	W. B. Rodman.....	Norfolk, Va.
General Auditor.....	J. C. Nelms, Jr.....	Norfolk, Va.
General Manager.....	F. P. Pelter.....	Norfolk, Va.
Chief Engineer.....	F. L. Nicholson.....	Norfolk, Va.
Superintendent Motive Power.....	A. C. Adams.....	Norfolk, Va.
General Superintendent (Electric lines).....	L. B. Wickersham.....	Norfolk, Va.
Pier Agent.....	L. M. Jones.....	Norfolk, Va.

DIRECTORS

Philip Allen, Providence, R. I.; Frederic Bull, New York, N. Y.; Lewis L. Clarke, New York, N. Y.; C. E. Foy, New Bern, N. C.; E. C. Granbury, New York, N. Y.; J. T. Harkrader, New York, N. Y.; George W. Hill, New York, N. Y.; Alvin W. Kuch, New York, N. Y.; Luke V. Lockwood, New York, N. Y.; George A. Loyall, Norfolk, Va.; R. H. Swartwout, New York, N. Y.; Janius Parker, New York, N. Y.; Ernest Williams, Lynchburg, Va.; Herbert Williams, Lynchburg, Va.

ROAD OPERATED—ENTIRE LINE

	1926	1927
Main line and branches (miles)	790.16	789.90
Miles second main track	9.46	9.46
Total trackage	889.97	990.78

CAPITAL STOCK, ETC.—ENTIRE LINE

	1926	1927
Capital stock	\$ 16,000,000.00	\$ 16,000,000.00
Capital stock, per mile	20,249.06	20,255.72
Funded debt	16,588,200.00	16,531,400.00
Funded debt, per mile	20,993.46	20,928.47
Cost of road	27,112,978.90	27,432,847.99
Cost of road, per mile	34,313.27	34,729.52
Cost of equipment	6,352,731.51	6,752,227.03
Cost of equipment, per mile	8,039.80	8,548.20
Operating revenue	10,066,486.86	9,567,021.40
Operating expenses	7,137,699.89	6,827,968.52
Net operating revenue	2,928,786.97	2,739,052.88
Operating revenue, per mile	10,802.33	10,267.47
Operating expenses, per mile	7,659.46	7,327.88
Total freight revenue	8,666,126.21	8,352,411.79
Total passenger train service revenue	1,128,572.05	939,849.17
Freight revenue, per mile	9,299.62	8,963.93
Passenger service train revenue, per mile	1,211.07	1,008.66
Total number passengers carried earning revenue	1,152,545	823,396
Average receipts per passenger mile .....	.03063	.03047
Taxes paid	671,864.22	643,161.41

NUMBER OF EMPLOYEES

Employees (1926): Number—Executives, officials and staff assistants, 46; Professional, clerical and general, 450; Maintenance of way and structures, 752; Maintenance of equipment and stores, 736; Transportation (other than train, engine and yard), 577; Transportation (yardmasters, switchtenders and hostlers), 25; Transportation (train and engine service), 618. Total, 3,204.

Employees (1927): Number—Executives, officials and staff assistants, 49; Professional, clerical and general, 447; Maintenance of way and structures, 785; Maintenance of equipment and stores, 742; Transportation (other than train, engine and yard), 565; Transportation (yardmasters, switchtenders and hostlers), 29; Transportation (train and engine service), 595; Total, 3,212.

ROAD OPERATED—NORTH CAROLINA

	1926	1927
Main line and branches (miles).....	679.87	679.61

CAPITAL STOCK, ETC.—NORTH CAROLINA

	1926	1927
*Capital stock.....	\$ 13,772,176.00	\$ 13,772,176.00
*Funded debt.....	14,277,960.00	14,230,000.00
*Cost of road.....	27,112,978.90	27,432,847.99
*Cost of equipment.....	6,352,731.51	6,752,227.03
Operating revenue.....	8,778,535.16	8,323,725.78
Operating expenses.....	6,224,859.28	5,940,643.09
Net operating revenue.....	2,553,675.88	2,383,082.69
Operating revenue, per mile.....	10,720.70	10,166.51
Operating expenses, per mile.....	7,602.05	7,255.83
Total freight revenue.....	7,727,730.77	7,434,276.15
Total passenger train service revenue.....	905,164.03	783,239.55
Freight revenue, per mile.....	9,437.41	9,080.14
Passenger service train revenue, per mile.....	1,105.42	956.64
Total number passengers carried earning revenue.....	497,718	307,433
Average receipts per passenger mile.....	.0343	.03577
Taxes paid, North Carolina.....	485,462.32	493,915.16

*Estimated on mileage basis.

ATLANTIC & NORTH CAROLINA RAILROAD COMPANY

LEASED BY NORFOLK SOUTHERN RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	A. D. O'Bryan.....	Beaufort, N. C.
Auditor.....	Austin McCormick.....	Sanford, N. C.
Secretary and Treasurer.....	Stacey Brewer.....	Vass, N. C.
General Counsel.....	H. L. Godwin.....	Dunn, N. C.
Expert.....	T. Bodie Ward.....	Wilson, N. C.

DIRECTORS

A. D. O'Bryan, Beaufort, N. C.; H. D. Bateman, Wilson, N. C.; Mrs. Palmer Jerman, Raleigh, N. C.
 C. B. Park, Raleigh, N. C.; Dr. Thurman Kitchin, Forest, N. C.; D. H. Collins, Greensboro, N. C.;
 J. Laurence Jones, Charlotte, N. C.; W. D. LaRoque, Kinston, N. C.; J. Y. Joyner, LaGrange, N. C.;
 L. H. Cutler, New Bern, N. C.; George P. Folk, Raleigh, N. C.; C. L. Ives, New Bern, N. C.

LENGTH OF ROAD

	1926-1927
Goldsboro to Morehead City (miles).....	95.818

CAPITAL STOCK, ETC.

	1926-1927
Capital stock.....	\$ 1,797,200.00
Capital stock, per mile.....	18,756.39
Funded debt.....	325,000.00
Funded debt, per mile.....	3,391.85
Cost of road.....	1,797,200.00
Cost of road, per mile.....	18,756.39
Cost of equipment.....	325,000.00
Cost of equipment, per mile.....	3,391.85

NOTE.—This road is operated by Norfolk Southern Railroad Company, and revenues, operating expenses, and other information are included in their report.

NORFOLK AND WESTERN RAILWAY COMPANY

PRINCIPAL GENERAL OFFICERS—1927

Title	Name	Official Address
President.....	A. C. Needles.....	Roanoke, Va.
Vice-President.....	W. J. Jenks.....	Roanoke, Va.
Vice-President.....	W. S. Battle, Jr.....	Roanoke, Va.
Vice-President.....	E. H. Alden.....	Philadelphia, Pa.
Vice-President.....	B. W. Herrman.....	Roanoke, Va.
Secretary and Assistant Treasurer.....	I. W. Booth.....	Philadelphia, Pa.
Treasurer.....	Joseph B. Lacy.....	Roanoke, Va.
General Counsel.....	Thomas W. Reath.....	Philadelphia, Pa.
General Solicitor.....	F. M. Rivinus.....	Philadelphia, Pa.
Comptroller.....	W. H. Wilson.....	Roanoke, Va.
General Manager.....	J. E. Crawford.....	Roanoke, Va.
Chief Engineer.....	W. P. Wiltsee.....	Roanoke, Va.
General Superintendent.....	J. T. Carey.....	Roanoke, Va.

DIRECTORS

W. W. Atterbury, Philadelphia, Pa.; M. C. Kennedy, Philadelphia, Pa.; David Flickwir, Roanoke, Va.; Samuel Rea, Philadelphia, Pa.; N. D. Maher, Roanoke, Va.; A. J. County, Philadelphia, Pa.; E. H. Alden, Philadelphia, Pa.; A. C. Needles, Roanoke, Va.; T. S. Southgate, Norfolk, Va.; S. P. Bush, Columbus, Ohio; Isaac T. Mann, Bromwell, W. Va.

HISTORY

Organized under Act of General Assembly of Virginia, approved January 15, 1896, entitled, "An Act authorizing the purchase of the Railroads and property of the Norfolk and Western Railroad Company, sold by foreclosure of a deed of trust or mortgage thereon, to become and be a corporation, to adopt a name therefor, and to possess and exercise general and other powers."

ROAD OPERATED

	1926	1927
Main line and branches (miles)-----	2,203.90	2,203.99
Miles second track-----	620.76	620.75
Miles third track-----	13.58	13.58
Total trackage-----	4,375.86	4,410.21
Length of road owned-----	2,205.93	2,205.79

CAPITAL STOCK, ETC.

	1926	1927
Capital Stock-----	\$162,562,600.00	\$ 162,998,600.00
Capital stock, per mile-----	73,693.45	73,985.79
Funded debt-----	120,067,800.00	116,456,800.00
Funded debt, per mile-----	54,429.56	52,795.95
Cost of road-----	282,855,653.54	295,286,017.09
Cost of road, per mile-----	128,225.22	133,868.58
Cost of equipment-----	118,212,568.19	126,231,519.69
Cost of equipment per mile-----	53,588.54	57,227.35
Operating revenue-----	120,409,038.37	110,948,200.64
Operating expenses-----	71,226,914.18	69,696,125.63
Net operating revenue-----	49,182,124.19	41,252,075.01
Operating revenue, per mile-----	53,718.54	49,491.78
Operating expenses, per mile-----	31,776.73	31,090.05
Total freight revenue-----	108,703,462.59	99,992,235.10
Total passenger train service revenue-----	9,929,747.28	9,184,048.76
Freight revenue, per mile-----	48,496.29	44,604.54
Passenger train service revenue, per mile-----	4,430.00	4,096.84
Total number of passengers carried earning revenue-----	4,101,260	3,603,429
Average receipts per passenger, per mile-----	.03455	.03412
Taxes paid-----	11,075,000.00	10,300,000.00

Employees (1926): Number—Executives, officials and staff assistants, 192; Professional, clerical and general, 3,265; Maintenance of way and structures, 8,853; Maintenance of equipment and stores, 12,061; Transportation (other than train, engine and yard), 2,221; Transportation (yardmasters, switchtenders and hostlers), 465; Transportation (train and engine service), 4,605. Total, 31,662.

Employees (1927): Number—Executives, officials and staff assistants, 194; Professional, clerical and general, 3,413; Maintenance of way and structures, 8,333; Maintenance of equipment and stores, 11,960; Transportation (other than train, engine and yard), 2,214; Transportation (yardmasters, switchtenders and hostlers), 465; Transportation (train and engine service), 4,355. Total, 30,934.

ROAD OPERATED

	1926	1927
Va.-N. C. state line to Winston-Salem, N. C. } Va.-N. C. state line to Durham, N. C. }-----	130.74	130.70
Under trackage rights-----	.31	.31

CAPITAL STOCK, ETC.

	1926	1927
*Capital stock-----	\$ 9,634,681.65	\$ 9,658,179.75
*Capital stock, per mile-----	73,693.45	73,693.79
*Funded debt-----	7,116,120.67	6,900,430.66
*Funded debt, per mile-----	54,429.56	52,795.95
*Cost of road-----	16,764,165.26	17,496,623.40
*Cost of road, per mile-----	128,225.22	133,868.58
*Cost of equipment-----	7,006,165.71	7,479,614.64
*Cost of equipment, per mile-----	53,588.54	57,227.35
Operating revenue-----	1,241,431.61	1,384,005.08
Operating expenses-----	1,820,898.54	1,804,168.99
Net operating expenses-----	†579,466.93	420,163.91
Operating revenue, per mile-----	9,472.96	10,560.90
Operating expenses, per mile-----	13,894.68	13,767.03
Total freight revenue-----	1,006,834.23	1,158,437.77
Total passenger train service revenue-----	197,483.46	186,913.74
Freight revenue, per mile-----	7,682.83	8,839.66
Passenger train service revenue, per mile-----	1,506.93	1,426.28
Total number of passengers carried earning revenue-----	130,842	119,608
Average receipts per passenger, per mile-----	.03379	.03351
Taxes paid, North Carolina-----	102,034.00	103,171.00

*Estimated on mileage basis.

†Deficit.

SEABOARD AIR LINE RAILWAY COMPANY

PRINCIPAL GENERAL OFFICERS—1927

Title	Name	Official Address
President.....	S. Davies Warfield.....	Baltimore, Md.
First Vice-President.....	Charles R. Capps.....	Norfolk, Va.
Vice-President.....	M. H. Cahill.....	Savannah, Ga.
Vice-President.....	M. J. Caples.....	Norfolk, Va.
Vice-President.....	W. R. Bonsal.....	Charleston, S. C.
Vice-President.....	L. R. Powell, Jr.....	Baltimore, Md.
Vice-President.....	W. L. Seddon.....	Norfolk, Va.
Vice-President.....	W. L. Stanley.....	Atlanta, Ga.
Secretary.....	Robert L. Nutt.....	New York, N. Y.
Treasurer.....	Robert L. Nutt.....	New York, N. Y.
General Counsel at New York.....	Hornblower, Miller & Garrison	New York, N. Y.
General Counsel at Washington.....	Forney Johnston.....	Washington, D. C.
General Solicitor.....	James F. Wright.....	Norfolk, Va.
General Auditor.....	L. L. Knight.....	Portsmouth, Va.
Chief Engineer.....	W. D. Faucette.....	Norfolk, Va.
Chief of Motive Power and Equipment.....	J. E. O'Brien.....	Norfolk, Va.
Assistant to Vice-President.....	R. P. Jones.....	Baltimore, Md.

DIRECTORS—1927

Franklin Q. Brown, New York, N. Y.; Robert Foster, Jr., New York, N. Y.; F. N. B. Close, New York, N. Y.; James Colgate, New York, N. Y.; C. Sidney Shephard, New Haven, Conn.; Mills B. Lane, Savannah, Ga.; L. F. Loree, New York, N. Y.; Robert F. Maddox, Atlanta, Ga.; J. Wm. Middendorf, Baltimore, Md.; Robert L. Nutt, New York, N. Y.; L. R. Powell, Jr., Baltimore, Md.; Robert C. Ream, New York, N. Y.; J. P. Taliaferro, Jacksonville, Fla.; A. H. Woodard, Woodard, Ala.; D. F. Yoakum, New York, N. Y.

ROAD OPERATED—ENTIRE LINE

	1926	1927
Main line and branches (miles).....	4,032.50	4,306.36
Miles of second track.....	60.13	60.27
Total trackage owned.....	5,388.28	5,762.50
Length of Road.....	3,474.14	3,458.63

CAPITAL STOCK, ETC.—ENTIRE LINE

	1926	1927
Capital stock.....	\$ 60,950,500.00	\$ 60,950,500.00
Capital stock, per mile.....	17,544.05	17,333.56
Funded debt.....	183,648,760.00	187,245,667.84
Funded debt, per mile.....	52,861.64	54,138.68
Cost of road.....	175,135,191.23	177,835,768.41
Cost of road, per mile.....	50,411.09	51,417.97
Cost of equipment.....	57,208,125.05	59,858,983.27
Cost of equipment, per mile.....	16,466.84	17,307.13
Operating revenue.....	67,024,853.89	61,790,149.93
Operating expenses.....	49,253,001.64	46,873,315.06
Net operating revenue.....	17,771,852.16	14,916,834.87
Operating revenue, per mile.....	16,996.76	14,398.76
Operating expenses, per mile.....	12,490.02	10,922.74
Total freight revenue.....	48,858,190.26	46,431,657.97
Total passenger train service.....	15,981,787.16	13,243,105.13
Freight revenue, per mile.....	12,389.90	10,819.83
Passenger service train revenue, per mile.....	4,052.80	3,086.00
Total number of passengers carried earning revenue.....	3,033,043	2,322,485
Average receipts per passenger, per mile.....	.03540	.03514
Taxes paid.....	[3,472,001.02	3,567,048.89

NUMBER OF EMPLOYEES

Employees (1926): Number—Executives, officials and staff assistants, 301; Professional, clerical and general, 3,086; Maintenance of way and structures, 5,716; Maintenance of equipment and stores, 4,104; Transportation (other than train, engine and yard), 3,357; Transportation (yardmasters, switchtenders and hostlers), 262; Transportation (train and engine service), 3,837. Total, 20,663.

Employees (1927): Number—Executives, officials and staff assistants, 316; Professional, clerical and general, 3,077; Maintenance of way and structures, 5,426; Maintenance of equipment and stores, 3,397; Transportation (other than train, engine and yard), 3,225; Transportation (yardmasters, switchtenders and hostlers), 233; Transportation (train and engine service), 3,639. Total, 19,413.

ROAD OPERATED—NORTH CAROLINA

	1926	1927
Main lines and branches (miles).....	621.29	621.29

CAPITAL STOCK, ETC.—NORTH CAROLINA

	1926	1927
*Capital stock.....	\$ 10,999,942.82	\$ 10,769,167.49
*Funded debt.....	32,842,408.31	33,635,820.49
*Cost of road.....	31,319,906.10	31,945,483.00
*Cost of equipment.....	10,230,683.02	60,752,746.79
Operating revenue.....	15,604,515.53	14,552,762.24
Operating expenses.....	9,977,747.95	9,229,224.16
Net operating revenue.....	5,626,767.58	5,323,538.08
Operating revenue, per mile.....	24,707.11	23,041.83
Operating expenses, per mile.....	15,798.07	14,612.91
Total freight revenue.....	12,430,395.80	11,856,538.71
Total passenger train service revenue.....	2,887,766.42	2,469,885.02
Freight revenue, per mile.....	19,681.43	18,772.82
Passenger service train revenue, per mile.....	4,572.29	3,910.64
Total number of passengers carried earning revenue.....	544,671	443,651
Average receipts per passenger, per mile.....	.03540	.03514
Taxes paid, North Carolina.....	749,230.27	771,763.47

*Estimated on mileage basis.

SOUTHERN RAILWAY COMPANY**PRINCIPAL GENERAL OFFICERS—1927**

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President and General Counsel.....	L. E. Jeffries.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Washington, D. C.
Vice-President.....	E. R. Oliver.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Vice-President.....	J. B. Munson.....	Cincinnati, Ohio
Vice-President.....	R. B. Pegram.....	Atlanta, Ga.
Secretary.....	C. E. A. McCarthy.....	New York, N. Y.
Treasurer.....	Maury Middleton.....	Washington, D. C.
Comptroller.....	E. F. Kemper.....	Washington, D. C.

DIRECTORS—1927

Guy Cary, New York, N. Y.; Fairfax Harrison, Washington, D. C.; H. W. Miller, Washington, D. C.; Adrian Iselin, New York, N. Y.; Jackson E. Reynolds, New York, N. Y.; R. S. Reynolds, Louisville, Ky.; Walter S. Case, New York, N. Y.; Devereux Milburn, New York, N. Y.; Casper G. Bacon, Boston, Mass.; Jonathan Bryan, New York, N. Y.; Jeremiah Milbank, New York, N. Y.; F. D. Wynn, Washington, D. C.

ROAD OPERATED—ENTIRE LINE

	1926	1927
Main line and branches (miles).....	6,771.18	6,772.34
Miles second track.....	1,060.14	1,060.22
Total trackage.....	10,999.07	11,032.28
Length of road owned.....	4,285.31	4,286.24

CAPITAL STOCK, ETC.—ENTIRE LINE

	1926	1927
Capital stock.....	\$194,788,500.00	\$ 195,468,760.00
Capital stock, per mile.....		
Funded debt.....	295,354,300.00	292,228,100.00
Funded debt, per mile.....		
Cost of road.....	361,506,007.46	368,997,473.45
Cost of road, per mile.....		
Cost of equipment.....	135,952,066.27	135,378,388.41
Cost of equipment, per mile.....		
Operating revenue.....	155,467,975.76	147,639,062.60
Operating expenses.....	107,866,588.68	103,907,953.32
Net operating revenue.....	47,601,387.08	43,731,109.28
Operating revenue, per mile.....	22,879.49	21,804.04
Operating expenses, per mile.....	15,874.22	15,345.62
Total freight revenue.....	112,772,537.13	109,331,009.39
Total passenger train service revenue.....	37,730,968.66	33,862,031.68
Freight revenue, per mile.....	16,724.71	16,273.27
Passenger service train revenue, per mile.....	5,852.43	5,264.14
Total number passengers carried earning revenue.....	9,208,549	8,093,490
Average receipts per passenger, per mile.....	.03450	.03391
Taxes paid.....	10,351,100.41	9,454,004.38

NUMBER OF EMPLOYEES

Employees (1926): Number—Executives, officials and staff assistants, 404; Professional, clerical and general, 7,268; Maintenance of way and structures, 13,133; Maintenance of equipment and stores, 11,572; Transportation (other than train, engine and yard), 6,491; Transportation (yardmasters, switchtenders and hostlers, 609; Transportation (train and engine service), 9,878. Total, 49,355.

Employees (1927): Number—Executives, officials and staff assistants, 407; Professional, clerical and general, 7,245; Maintenance of way and structures, 12,177; Maintenance of equipment and stores, 11,068; Transportation (other than train, engine and yard), 6,304; Transportation (yardmasters, switchtenders and hostlers, 587; Transportation —train and engine service), 8,757. Total, 46,545.

ROAD OPERATED—NORTH CAROLINA

	1926	1927
Main line and branches, miles, owned.....	591.40	591.00
Total mileage.....	1,204.39	1,203.99

CAPITAL STOCK, ETC.—NORTH CAROLINA

	1926	1927
*Capital stock.....	\$ 26,687,264.23	\$ 26,951,833.98
*Funded debt.....	40,946,501.93	40,293,310.29
*Cost of road.....	49,772,667.37	50,878,410.35
*Cost of equipment.....	18,755,689.17	18,666,386.31
Operating revenue.....	31,203,225.79	30,530,423.07
Operating expenses.....	22,020,964.01	21,999,874.63
Net operating revenue.....	9,182,261.78	8,530,548.44
Operating revenue, per mile.....	25,911.13	25,349.28
Operating expenses, per mile.....	18,286.19	18,266.40
Total freight revenue.....	23,314,111.76	23,140,213.70
Total passenger train service revenue.....	7,102,261.59	6,615,169.77
Freight revenue, per mile.....	19,360.02	19,227.91
Passenger Service train revenue, per mile.....	5,897.71	6,134.24
Total number passengers carried earning revenue.....	2,449,087	2,084,979
Average receipts per passenger, per mile.....	.03485	.034130
Taxes paid, North Carolina.....	2,193,311.01	2,137,425.30

*Estimated on mileage basis.

ASHEVILLE & CRAGGY MOUNTAIN RAILWAY COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Secretary.....	C. E. A. McCarthy.....	New York, N. Y.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

DIRECTORS

Fairfax Harrison, Washington, D. C.; H. W. Miller, Washington, D. C.; F. S. Wynn, Washington, D. C.; C. E. A. McCarthy, New York, N. Y.; E. A. Merrill, New York, N. Y.

HISTORY

Organized July 22, 1890, under the laws of North Carolina, under an act of General Assembly, ratified March 11, 1889.

PROPERTY OPERATED

	1926	1927
Craggy, N. C. to Burnsville Road, N. C. (Miles).....	2.26	2.47
Connection—Asheville Sou. Ry., N. C. to Glenss Creek, N. C. (miles).....	2.18	2.27
	4.44	4.74

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 24,200.00	\$ 24,200.00
Capital stock, per mile.....	10,708.00	9,797.57
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	37,324.83	44,111.37
Cost of road per mile.....	16,515.41	17,585.85
Cost of equipment.....		
Cost of equipment, per mile.....		
Cost of road and equipment, per mile.....	16,515.41	17,858.85
Operating revenue.....	64,064.18	54,689.33
Operating expenses (Interest on bonds not included).....	28,495.90	22,255.31
Net Operating Revenue.....	35,568.28	32,434.02
Operating revenue, per mile.....	14,428.85	11,537.83
Operating expenses, per mile.....	6,418.00	4,695.21
Total freight revenue.....	61,393.32	51,959.35
Total passenger train service revenue.....		
Freight revenue, per mile.....	13,827.32	10,961.90
Total number Passengers carried earning revenue.....		
Passenger service train revenue, per mile.....		
Revenue from other sources.....	2,670.86	2,729.98
Average receipts per passenger, per mile.....		
Taxes paid, North Carolina.....	661.72	853.04

Employees: Number—General officers, 0; Office clerks, 0; Station agents, 0; Other station men 0; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 2-2; Machinists, 0; Carpenters, 0; Other shopmen, 0; Telegraph operators, 0; Section foremen, 1-1; Other trackmen, 6-4; Other employees, 0. Total, 12-10.

ASHEVILLE SOUTHERN RAILWAY COMPANY

(OPERATED BY ASHEVILLE AND CRAGGY MOUNTAIN RAILWAY COMPANY)

OFFICERS—1927

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Secretary.....	G. E. Mauldin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

DIRECTORS

G. H. Dugan, Washington, D. C.; L. Fahnestock, Washington, D. C.; Fairfax Harrison, Washington, D. C.; H. W. Miller, Washington, D. C.; F. S. Wynn, Washington, D. C.

HISTORY

Organized December 29, 1905, under laws of North Carolina.

PROPERTY OPERATED

	1926	1927
Asheville, N. C. to Glenns Creek, N. C. (miles).....	2.18	2.18

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 60,000.00	\$ 60,000.00
Capital stock, per mile.....	27,522.93	27,522.93
Funded debt.....	-----	-----
Funded debt, per mile.....	-----	-----
Cost of road.....	53,782.25	53,782.25
Cost of road, per mile.....	24,670.76	24,670.76
Cost of equipment.....	-----	-----
Cost of equipment, per mile.....	-----	-----
Cost of road and equipment, per mile.....	24,670.76	24,670.76

NOTE.—Operating revenue, operating expenses (interest on bonds not included), net operating revenue, operating revenue per mile, operating expenses per mile, total freight revenue, total passenger train service revenue, freight revenue per mile, total number passengers carried earning revenue, passenger service train revenue per mile, revenue from other sources, average receipts per passenger per mile, taxes paid N. C., included in operations and report of Asheville and Craggy Mountain Railway Company.

THE ATLANTA & CHARLOTTE AIR LINE RAILWAY COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	Geo. F. Canfield.....	New York, N. Y.
Secretary.....	F. Morse Hubbard.....	New York, N. Y.
Treasurer.....	John W. Platten.....	New York, N. Y.

DIRECTORS

Geo. F. Canfield, 49 Wall St., New York; Robert L. Harrison, 52 Wall St., New York; John A. Middleton, 143 Liberty St., New York; John W. Platten, 55 Cedar St., New York; Edwin W. Lancaster, 160 Broadway, New York; Henry Parish, 52 Wall St., New York; Morean Delano, 59 Wall st., New York; Edwin G. Merrill, 76 Williams St., New York; Henry M. McAdenm, Charlotte, N. C.; R. Randolph Hicks, 49 Wall St., New York; F. Morse Hubbard, 49 Wall St., New York; Samuel Sloan, 22 Williams St., New York.

HISTORY

Organized April 4, 1877. A consolidated company under agreement of April 4, 1877, between three separate companies formed March 19, 1877.

PROPERTY OPERATED

	N. C.	Total
Charlotte, N. C. to Armour, Ga. (miles).....	42.64	255.44

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 1,700,000.00	\$ 1,700,000.00
Capital stock, per mile.....	6,655.18	6,655.18
Funded debt.....	20,000,000.00	20,000,000.00
Funded debt, per mile.....	78,296.28	78,269.28
Cost of road and equipment.....	21,700,000.00	21,700,000.00
Cost of road and equipment, per mile.....	84,951.46	84,951.46
Revenue from other Sources (from lease of road).....	1,128,000.00	1,128,000.00

Employees: Number—General Officers, 5-5. Total, 5-5.

NOTE.—Road is operated by Southern Railway Company (Lessee)

CAPITAL STOCK, ETC.—NORTH CAROLINA

	1926-1927
*Capital stock.....	\$ 283,776.87
*Capital stock, per mile.....	6,655.18
*Funded debt.....	3,338,402.09
*Funded debt, per mile.....	78,269.28
*Cost of road and equipment.....	3,622,330.25
.....	84,951.46

*Estimated on mileage basis.

THE ATLANTIC AND DANVILLE RAILWAY COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	Edgar Newgrass.....	London, England
Vice-President.....	A. B. Carrington.....	Danville, Virginia
Secretary and Treasurer.....	Chas. O. Haines.....	208 Southern Produce Bldg., Norfolk, Va.
Auditor.....	J. A. D. Parrish.....	Norfolk, Virginia

DIRECTORS

Edgar Newgrass, 16 Gracechurch St., London, England; Felix Rose, 16 Gracechurch St., London, England; A. B. Carrington, Danville, Virginia; Chas. O. Haines, 208 Southern Produce Bldg., Norfolk, Va.; Edward R. Bairs, Jr., Norfolk, Virginia; C. L. Candler, Norfolk, Va.; W. H. M. Reed, Portsmouth, Va.

HISTORY

Organized August 2nd, 1894.

PROPERTY OPERATED

	N. C.	Total
Leased to Southern Railway Company who operate.....	22.15	277.71

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 2,180,000.00	\$ 2,180,000.00
Capital stock, per mile.....	7,849.91	7,849.91
Funded debt.....	5,450,000.00	5,450,000.00
Funded debt, per mile.....	19,624.79	19,624.79
Cost of road.....	7,610,484.35	7,610,484.35
Cost of road, per mile.....	27,404.43	27,404.43
Cost of equipment.....	36,820.25	36,820.25
Cost of equipment, per mile.....	132.58	132.58
Cost of road and equipment, per mile.....	27,537.01	27,537.01

Employees: Number—General officers, 3-3. Total, 3-3.

NOTE.—Not an operating company, leased to Southern Railway Company and reported by them.

CAPITAL STOCK, ETC.—NORTH CAROLINA

	1926	1927
*Capital stock.....	\$ 173,875.50	\$ 173,875.50
*Capital stock, per mile.....	7,849.91	7,849.91
*Funded debt.....	434,689.09	434,689.09
*Funded debt, per mile.....	19,624.79	19,624.79
*Cost of road.....	607,008.12	607,008.12
*Cost of road, per mile.....	27,404.43	27,404.43
*Cost of equipment.....	2,936.64	2,936.64
*Cost of equipment, per mile.....	132.58	132.58
*Cost of road and equipment, per mile.....	27,537.01	27,537.01

*Estimated on mileage basis.

CAROLINA AND TENNESSEE SOUTHERN RAILWAY COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Washington, D. C.
Vice-President.....	L. E. Jeffries.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Secretary.....	G. E. Mauldin.....	Washington, D. C.
Treasurer.....	E. F. Parkham.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

DIRECTORS

Fairfax Harrison, Washington, D. C.; L. A. Mahler, Raleigh, N. C.; H. W. Miller, Washington, D. C.; R. B. Pegram, Atlanta, Ga.; F. S. Wynn, Washington, D. C.

HISTORY

Organized August 29, 1902, under Laws of North Carolina.

PROPERTY OPERATED

	1926	1927
Bushnell, N. C. to Fontana, N. C. (miles).....	13.96	13.96

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 60,000.00	\$ 60,000.00
Capital stock, per mile.....	4,297.99	4,297.99
Funded debt.....	643,000.00	643,000.00
Funded debt, per mile.....	46,061.71	46,061.71
Cost of road.....	570,865.31	577,331.93
Cost of road, per mile.....	40,892.93	41,356.15

Operated by Southern Railway Company.

DANVILLE AND WESTERN RAILWAY COMPANY**OFFICERS—1927**

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	Geo. H. Dugan.....	Washington, D. C.
Secretary.....	Guy E. Maudlin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

DIRECTORS—1927

Geo. H. Dugan, Washington, D. C.; J. P. Swanson, Danville, Va.; Fairfax Harrison, Washington, D. C.; F. S. Wynn, Washington, D. C.; Jas. I. Pritchett, Danville, Va.; R. A. Schoolfield, Danville, Va.; J. B. Sparrow, Martinsville, Va.

HISTORY

Organized January 14, 1891, under Laws of Virginia. Charter March 29, 1873. Amended Acts 1876-1877, page 163, 1881-1882, pages 256, 259, 1885-1886 pages 317, 362.

ROAD OPERATED

	N. C.	Total
Danville, Va. to Stuart Va. and branches (miles).....	8.96	82.04

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 368,600.00	\$ 368,600.00
Capital stock, per mile.....	4,802.00	4,802.00
Funded debt.....	2,247,773.75	2,197,773.75
Funded debt, per mile.....	29,283.14	28,631.76
Cost of road.....	1,952,003.27	1,956,367.09
Cost of road, per mile.....	25,429.95	25,486.80
Cost of equipment.....	252,572.31	249,990.72
Cost of equipment, per mile.....	3,290.42	3,256.78
Cost of road and equipment, per mile.....	28,720.37	28,743.58
Operating revenue.....	532,133.59	544,484.64
Operating expenses (interest on bonds not included).....	356,278.68	348,322.21
Net operating revenue.....	175,854.91	201,162.43
Operating revenue, per mile.....	6,486.27	6,636.82
Operating expenses, per mile.....	4,342.74	4,184.81
Total freight revenue.....	478,266.20	493,230.69
Total passenger train service revenue.....	43,361.85	39,312.32
Freight revenue, per mile.....	5,829.67	6,012.08
Total number passengers carried earning revenue.....	36,418	30,027
Passenger service train revenue, per mile.....	528.55	479.19
Revenue from other sources.....	10,505.54	11,941.63
Average receipts per passenger, per mile.....	.03564	.03536
Taxes paid, North Carolina.....	2,215.58	2,734.00

Employees: Number—General officers, 6-5; Office clerks, 46-39; Station agents, 18-17; Other station men, 16-12; Enginemen, 5-5; Firemen, 5-5; Conductors, 5-5; Other trainmen, 12-12; Machinists, 4-4; Carpenters, 7-7; Other shopmen, 8-9; Telegraph operators, 4-4; Section foremen, 7-7; Other trackmen, 40-40; Other employees, 20-3; Total, 203-173.

ROAD OPERATED—NORTH CAROLINA

	1926	1927
Main line (miles)	8.96	8.96

CAPITAL STOCK, ETC.—NORTH CAROLINA

	1926	1927
*Capital stock	\$ 43,025.92	\$ 43,025.92
*Funded debt	282,376.93	256,540.56
*Cost of road	227,851.35	227,361.72
Cost of equipment	29,482.16	29,180.74
*Operating revenue	58,116.97	59,455.90
*Operating expenses (interest on bonds not included)	38,910.95	37,495.89
Net operating revenue	19,206.02	21,960.01
*Operating revenue, per mile	6,486.27	6,636.82
*Operating expenses, per mile	4,342.74	4,184.81
*Total freight revenue	52,233.84	53,868.23
*Total passenger train service revenue	4,735.80	4,293.54
*Freight revenue, per mile	5,829.67	6,012.08
*Total number passengers carried earning revenue	3,976	3,278
*Passenger service train revenue, per mile	528.55	479.19
*Revenue from other sources	1,147.20	1,304.02
Average receipts per passenger, per mile .....	.03564	.03536
Taxes paid, North Carolina	2,215.58	2,734.00

*Estimated on mileage basis.

HIGH POINT, RANDLEMAN, ASHEBORO AND SOUTHERN RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Vice-President.....	Geo. H. Dugan.....	Washington, D. C.
Vice-President and General Counsel.....	L. E. Jeffries.....	Washington, D. C.
Secretary.....	G. E. Mauldin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

DIRECTORS

A. M. Bulla, Randleman, N. C.; F. S. Wynn, Washington, D. C.; J. Elwood Cox, High Point, N. C.; Geo. H. Dugan, Washington, D. C.; T. J. Finch, Thomasville, N. C.; Fairfax Harrison, Washington, D. C.; F. N. Tate, High Point, N. C.; P. H. Morris, Asheboro, N. C.; J. S. McAllister, Greensboro, N. C.; A. S. Parker, High Point, N. C.; W. H. Ragan, High Point, N. C.; J. E. Walker, Asheboro, N. C.

HISTORY

Organized February 26, 1887, under Laws of North Carolina, 1883.

PROPERTY OPERATED

	1926	1927
High Point N. C. to Asheboro, N. C. (Miles).....	27.84	27.84

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 248,400.00	\$ 248,400.00
Capital stock, per mile.....	8,922.41	8,922.41
Funded debt.....	402,000.00	402,000.00
Funded debt, per mile.....	14,439.65	14,439.65
Cost of road.....	683,308.78	685,222.67
Cost of road, per mile.....	24,544.14	24,612.88
Operating revenue.....	133,786.98	125,341.01
Operating expenses.....	89,011.72	86,484.73
Net operating revenue.....	24,775.26	38,856.28
Operating revenue, per mile.....	4,087.18	4,502.19
Operating expenses, per mile.....	3,197.26	3,106.49
Total freight revenue.....	106,957.47	117,614.41
Total passenger train service revenue.....	4,214.01	3,991.60
Freight revenue, per mile.....	3,841.86	4,225.66
Passenger service train revenue, per mile.....	66.67	143.38
Total number passengers carried earning revenue.....		2,121
Average receipts per passenger, per mile.....	.03443	.03450
Taxes paid, North Carolina.....	7,167.87	7,941.98

Employees (1926): Number—Professional, clerical and general, 3; Maintenance of way and structures, 13; Maintenance of equipment and stores, 2; Transportation (other than train, engine, and yard), 8; Transportation (train and engine service), 15; Total, 31.

Employees (1927): Number—Professional, clerical and general, 3; Maintenance of way and structures, 13; Maintenance of equipment and stores, 3; Transportation (other than train, engine and yard), 8; Transportation (train and engine service), 5. Total, 32.

NORTH AND SOUTH CAROLINA RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	L. E. Jeffries.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Secretary.....	C. E. A. McCarthy.....	New York, N. Y.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

DIRECTORS

W. S. Camp, Washington, D. C.; Fairfax Harrison, Washington, D. C.; C. E. A. McCarthy, New York, N. Y.; C. D. Mackay, Washington, D. C.; C. C. Elder, Greensboro, N. C.; Guy E. Maudlin, Washington, D. C.; E. A. Merrill, New York, N. Y.; F. S. Wynn, Washington, D. C.

HISTORY

Organized March 13, 1899, under Laws of North Carolina, February 22, 1890, and amended March 2, 1899.

ROAD

	1926	1927
State line to Mines, N. C. (miles).....	4.79	4.79

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 50,000.00	\$ 50,000.00
Capital stock, per mile.....	13,431.63	13,431.63
Cost of Road.....	50,000.00	50,000.00
Cost of road, per mile.....	10,438.41	10,438.41

NOTE.—This railroad is operated by the Southern Railway Company, and revenue, operating expenses, and other information are included in their report.

NORTH CAROLINA RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	W. H. Wood.....	Charlotte, N. C.
Secretary and Treasurer.....	Wiley G. Barnes.....	Burlington, N. C.

DIRECTORS

W. H. Wood, Charlotte, N. C.; W. E. Holt, Lexington, N. C.; J. F. Bowles, Statesville, N. C.; Hugh MacRae, Wilmington, N. C.; M. O. Dickerson, Rutherfordton, N. C.; Alexander Webb, Raleigh, N. C.; G. W. Mountcastle, Lexington, N. C.; G. C. White, Durham, N. C.; Robert Lassiter, Charlotte, N. C.; A. M. Dixon, Gastonia, N. C.; Julius W. Cone, Greensboro, N. C.; C. A. Hunt, Jr. Lexington, N. C.

HISTORY

Organized January 11, 1850, under Laws of North Carolina. Chartered January 27, 1849, Laws of North Carolina, 1848-1849 and Laws February 14, 1855 and February 10, 1874.

PROPERTY OPERATED

	N. C.	Total
Goldsboro, N. C. to Charlotte, N. C. (miles)	223.55	223.55
	1926	1927
Capital stock.....	\$ 4,000,000.00	\$ 4,000,000.00
Capital stock, per mile.....	17,893.08	17,893.08

Employees: Number—General officers, 4-4; Office clerks, 1-1; Total, 5-5.

FINANCIAL STATEMENT

RECEIPTS	1926	1927
Rental Southern Railway Co.....	\$ 286,000.00	\$ 286,000.00
Rental Seaboard Air Line Railway.....	988.79	988.79
Interest.....	596.87	568.60
Dividends.....	14.00	-----
Sale of Real Estate.....	-----	750.00
Sale of North Carolina Railroad Stock.....	293.00	-----
Cash on hand.....	158,831.91	158,491.72
Total.....	\$ 446,724.57	\$ 446,799.11
DISBURSEMENTS		
Dividends paid.....	\$ 279,930.00	\$ 279,930.00
Salaries officers and clerk hire.....	4,529.92	4,599.86
Directors and committee meetings.....	-----	559.85
Incidentals.....	2,676.98	923.58
Taxes.....	1,095.95	1,199.17
Cash on hand.....	158,491.72	159,586.65
Total.....	\$ 446,724.57	\$ 446,799.11
ASSETS		
Construction and equipment.....	\$ 4,975,627.53	\$ 4,975,627.53
State University R. R. Stock.....	5,000.00	5,000.00
Dividend tax.....	17.95	17.95
Bills recievable.....	300.00	300.00
Cash on hand.....	158,491.72	159,586.65
Total.....	\$ 5,139,437.20	\$ 5,140,532.13
LIABILITIES		
Capital stock.....	\$ 4,000,000.00	\$ 4,000,000.00
Profit and loss.....	1,134,937.20	1,135,962.13
Dividends unpaid.....	4,392.00	4,462.00
Dividend certificates.....	108.00	108.00
Total.....	\$ 5,139,437.20	\$ 5,140,532.13

NORTH CAROLINA MIDLAND RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Vice-President and General Counsel.....	L. E. Jeffries.....	Washington, D. C.
Secretary.....	G. E. Mauldin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

DIRECTORS

J. Gray, Winston-Salem, N. C.; G. W. Mountcastle, Lexington, N. C.; C. P. McNeely, Mooresville, N. C.; Fairfax Harrison, Washington, D. C.; H. W. Miller, Washington, D. C.; Geo. H. Dugan, Washington, D. C.; Thos. Barber, Winston-Salem, N. C.; W. N. Reynolds, Winston-Salem, N. C.; R. T. Chatam, Winston-Salem, N. C.; J. F. Hanes, Winston-Salem, N. C.

HISTORY

Organized September, 1880. The Winston-Salem and Mooresville Railroad Company was chartered in North Carolina on August 6, 1878. This company on September 9, 1880, consolidated with the Dan Valley and Yadkin River Railroad Company and the Winston-Salem and Madison Railroad Company. The Dan Valley and Yadkin River Narrow-gauge Railroad Company was chartered in Virginia, January 27, 1879 (see Acts of Virginia, 1879, as amended by acts of Virginia, 1879-1880). On January 22, 1883, the North Carolina Midland Railroad Company and the Dan Valley and Yadkin River Narrow-gauge Railroad Company were consolidated under the style of the North Carolina Midland Railroad Company. (See Battle's Revisal of North Carolina.)

ROAD OPERATED

	1926	1927
Mooresville, N. C., to Winston-Salem, N. C. (miles).....	53.50	53.50

CAPITAL STOCK, ETC.

Item	1926	1927
Capital stock.....	\$ 924,000.00	\$ 924,000.00
Capital stock, per mile.....	17,271.02	17,271.02
Funded debt.....	801,000.00	801,000.00
Funded debt, per mile.....	14,971.96	14,971.96
Cost of road.....	1,722,000.00	1,721,939.30
Cost of road, per mile.....	32,186.92	32,185.78

NOTE—This road is operated by the Southern Railway Company.

SOUTHERN RAILWAY—CAROLINA DIVISION**OFFICERS—1927**

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Vice-President and General Counsel.....	L. E. Jeffries.....	Washington, D. C.
Secretary.....	G. E. Maudlin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

DIRECTORS—1927

L. Green, Washington, D. C.; Fairfax Harrison, Washington, D. C.; H. W. Miller, Washington, D. C.; Geo. H. Dugan, Washington, D. C.; F. S. Wynn, Washington, D. C.

HISTORY

Organized under General Laws of South Carolina, authorizing consolidation of corporations, June, 1902.

ROAD

	1926	1927
Main line and branches (miles)	756.76	756.76
Length of road owned (included in Southern Railway report) ..	698.03	698.03

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 4,176,200.00	\$ 4,176,200.00
Capital stock, per mile.....	5,928.37	5,928.37
Funded debt.....	11,259,500.00	11,259,500.00
Funded debt, per mile.....	16,130.39	16,130.39
Cost of road.....	14,890,212.89	14,890,212.89
Cost of road, per mile.....	21,331.76	21,331.76
Cost of equipment.....	631,406.19	631,406.19
Cost of equipment, per mile.....	904.55	904.55

ROAD—NORTH CAROLINA

	1926-1927
Main line (miles)	106.68

CAPITAL STOCK, ETC.

	1926-1927
*Capital stock	\$ 632,438.31
Capital stock, per mile	5,928.37
*Funded debt	1,710,790.00
Funded debt, per mile	16,130.39
*Cost of road	2,275,672.15
Cost of road, per mile	21,331.76
Cost of equipment	96,897.39
Cost of equipment, per mile	904.55

*Estimated on mileage basis.

NOTE.—This railroad is operated by the Southern Railway Company, and revenue, operating expenses and other information are included in Southern Railway report.

STATE UNIVERSITY RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Washington, D. C.
Vice-President.....	L. E. Jeffries.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Secretary.....	G. E. Maudlin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

DIRECTORS

Fairfax Harrison, Washington, D. C.; H. W. Miller, Washington, D. C.; Geo. H. Dugan, Washington, D. C.; F. S. Wynn, Washington, D. C.; R. B. Pegram, Atlanta, Ga.; W. P. Few, Durham, N. C.; W. A. Erwin, W. Durham, N. C.

HISTORY

Organized April 12, 1879, under Laws of North Carolina, 1872-1873. Amended, 1879.

ROAD

	1926	1927
University, N. C., to Chapel Hill, N. C. (miles).....	10.15	10.15

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 31,300.00	\$ 31,300.00
Capital stock, per mile.....	3,083.74	3,083.74
Cost of road.....	72,939.64	72,888.78
Cost of road, per mile.....	7,186.17	7,181.16

NOTE.—This railroad is operated by the Southern Railway Company and revenue, operating expenses, and other information are included in their report.

YADKIN RAILROAD COMPANY

OFFICERS

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Vice-President.....	Geo. H. Dugan.....	Washington, D. C.
Vice-President and General Counsel.....	L. E. Jeffries.....	Washington, C. D.
Secretary.....	G. E. Maudlin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

DIRECTORS—1927

Geo. H. Dugan, Washington, D. C.; Fairfax Harrison, Washington, D. C.; S. H. Hearne, Albemarle, N. C.; D. W. Julian, Salisbury, N. C.; J. M. Nichols, Washington, C. D.; J. M. Morrow, Albemarle, N. C.; Walter Murphy, Salisbury, N. C.; F. S. Wynn, Washington, D. C.

HISTORY

Organized August 19, 1895, under Laws of North Carolina, 1871.

ROAD OPERATED—ENTIRE LINE—NORTH CAROLINA

	1926	1927
Salisbury, N. C. to Norwood, N. C. (Miles)-----	41.00	41.00
Leased—Tallassee Power Co.—		
Halls Ferry Junction, N. C. to Badin, N. C. (miles)-----	11.23	11.23

CAPITAL STOCK, ETC.

	1926	1927
Capital stock-----	\$ 625,000.00	\$ 625,000.00
Capital stock, per mile-----	15,244.00	15,244.00
Funded debt-----	615,000.00	615,000.00
Funded debt, per mile-----	15,000.00	15,000.00
Cost of road-----	138,389.42	1,376,085.87
Cost of road, per mile-----	33,743.64	33,563.07
Cost of equipment-----	8,624.98	8,567.28
Cost of equipemnt, per mile-----	210.36	208.95
Operating revenue-----	357,799.08	373,694.05
Operating expenses-----	242,276.87	243,473.80
Net operating revenue-----	115,522.21	130,220.25
Operating revenue, per mile-----	6,850.45	7,154.78
Operating expenses, per mile-----	4,638.65	4,661.57
Total freight revenue-----	335,630.42	349,957.91
Total passenger train service revenue-----	19,953.49	18,822.97
Freight revenue, per mile-----	6,426.01	6,700.32
Passenger service train revenue, per mile-----	164.68	360.39
Total number of passengers carried earning revenue-----	14,864	12,546
Average receipts per passenger, per mile-----	.03644	.03524
Taxes paid, North Carolina-----	14,314.00	12,837.89

Employees (1926): Number—Executives, officials and staff assistants, 2; Professional, clerical and general, 12; Maintenance of way and structures, 36; Transportation (other than train, engine and yard), 13; Transportation (train and engine service), 18. Total, 81.

Employees (1927): Number—Executives, officials and staff assistants, 2; Professional, clerical and general, 12; Maintenance of way and structures, 33; Maintenance of equipment and stores, 0; Transportation (other than train, engine and yard), 14; Transportation (train and engine service), 18. Total, 79.

ATLANTIC AND YADKIN RAILWAY COMPANY

A. E. SMITH AND J. W. FRY, RECEIVERS

OFFICERS—1927

Title	Name	Official Address
President.....	F. S. Wynn.....	Washington, D. C.
Secretary.....	Guy E. Mauldin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

DIRECTORS—1927

George H. Dugan, Washington, D. C.; H. W. Miller, Washington, D. C.; F. S. Wynn, Washington, D. C.; A. E. Smith, Mt. Airy, N. C.; J. C. Watkins, Greensboro, N. C.

ROAD OPERATED

	N. C.	Total
Mount Airy, N. C. to Sanford, N. C. (miles).....	163.1	163.1

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 1,000,000.00	\$ 1,000,000.00
Funded debt.....	1,500,000.00	1,500,000.00
Cost of road.....	2,397,690.57	2,450,347.35
Cost of equipment.....		741.00
Operating revenue.....	1,508,055.90	1,327,096.65
Operating expenses.....	1,032,404.40	994,297.74
Net operating revenue.....	475,651.50	332,798.91
Operating revenue per mile.....	9,246.20	8,136.71
Operating expenses per mile.....	6,329.89	6,096.25
Total freight revenue.....	1,335,278.01	1,197,049.55
Total passenger train service revenue.....	144,112.50	105,556.69
Freight revenue per mile.....	8,186.87	7,339.36
Passenger service train revenue, per mile.....	883.58	647.19
Total number passengers carried earning revenue.....	83,212	53,749
Average receipts per passenger, per mile.....	.03564	.03477
Taxes paid.....	35,000.00	53,405.00

Employees (1926): Number—Executives, officials and staff assistants, 9; Professional, clerical and general, 36; Maintenance of way and structures, 154; Maintenance of equipment and stores, 15; Transportation (other than train, engine and yard), 57; Transportation (train and engine service), 90. Total, 361.

Employees (1927): Number—Executives, officials and staff assistants, 7; Professional, clerical and general, 37; Maintenance of way and structures, 172; Maintenance of equipment and stores, 15; Transportation (other than train, engine and yard), 57; Transportation (train and engine service), 96. Total 384.

TALLULAH FALLS RAILWAY COMPANY

(J. F. GRAY, RECEIVER)

OFFICERS—1927

Title	Name	Official Address
President.....	R. B. Pegram.....	Atlanta, Ga.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Secretary.....	Guy E. Maudlin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

DIRECTORS—1927

Geo. H. Dugan, Washington, D. C.; Chas. A. Thomason, Atlanta, Ga.; H. C. Couch, Atlanta, Ga.; R. B. Pegram, Atlanta, Ga.; F. S. Wynn, Washington, D. C.

HISTORY

Organized March 8, 1898, under General Laws of State of Georgia.

ROAD OPERATED—ENTIRE LINE

	1926	1927
Cornelia, Ga. to Franklin, N. C. (miles).....	57.1	57.1

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 323,400.00	\$ 323,400.00
Capital stock, per mile.....	5,663.75	5,663.75
Funded debt.....	1,519,000.00	1,519,000.00
Funded debt, per mile.....	26,602.45	26,602.45
Cost of road.....	1,581,580.47	1,581,580.47
Cost of road, per mile.....	27,698.43	27,698.43
Cost of equipment.....	114,943.63	120,200.37
Cost of equipment, per mile.....	2,013.02	2,105.08
Operating revenue.....		
Operating expenses.....		
Net operating revenue.....		
Operating revenue, per mile.....		
Operating expenses, per mile.....		
Total freight revenue.....		
Total passenger train service revenue.....		
Freight revenue, per mile.....		
Passenger service train revenue, per mile.....		
Total number passengers carried earning revenue.....		
Average receipts per passenger, per mile.....		
Taxes paid.....		

ROAD OPERATED—NORTH CAROLINA

	1926	1927
Georgia—N. C. State Line to Franklin, N. C. (miles)-----	14	14

CAPITAL STOCK, ETC.

	1926	1927
*Capital stock-----	\$ 79,291.50	\$ 79,291.50
*Capital stock, per mile-----	5,663.75	5,663.75
*Funded debt-----	372,434.30	372,434.30
*Funded debt, per mile-----	26,602.45	26,602.45
*Cost of road-----	387,778.02	387,778.02
*Cost of road, per mile-----	27,698.43	27,698.43
*Cost of equipment-----	28,182.28	29,471.12
*Cost of equipment, per mile-----	2,013.02	2,105.08
*Operating revenue-----	34,630.06	28,016.99
*Operating expenses-----	49,911.82	44,097.10
Net operating revenue-----	-15,281.76	-16,080.11
*Operating revenue, per mile-----	2,473.58	2,001.21
*Operating expenses, per mile-----	3,565.13	3,149.79
*Total freight revenue-----	24,102.90	19,417.02
*Total passenger train service revenue-----	7,701.16	6,330.16
*Freight revenue, per mile-----	1,721.64	1,386.93
*Passenger service train revenue, per mile-----	550.08	452.15
*Total number of passengers carried earning revenue-----	10,523	7,745
Average receipts per passenger, per mile-----	.03516	.03672
Taxes paid, North Carolina-----		

*Estimated on mileage basis. — Deficit.

WINSTON-SALEM SOUTHBOUND RAILWAY COMPANY**PRINCIPAL GENERAL OFFICERS—1927**

Title	Name	Official Address
President.....	H. E. Fries.....	Winston-Salem, N. C.
Vice-President.....	J. R. Kenly.....	Wilmington, N. C.
Secretary.....	J. F. Post.....	Wilmington, N. C.
Treasurer.....	John T. Reid.....	Wilmington, N. C.
General Counsel.....	Craig and Craig.....	Winston-Salem, N. C.
General Auditor.....	W. D. McCaig.....	Wilmington, N. C.
Chief Engineer.....	J. E. Willoughby.....	Wilmington, N. C.
General Superintendent.....	G. F. Turley.....	Winston-Salem, N. C.
Traffic Manager.....	S. P. Collier.....	Winston-Salem, N. C.

DIRECTORS—1927

H. E. Fries, Winston-Salem, N. C.; N. D. Maher, Roanoke, Va.; D. W. Flickwir, Roanoke, Va.; J. R. Kenly, Wilmington, N. C.; George B. Elliott, Wilmington, N. C.

HISTORY

Date of organization, February 13, 1905.

Organized under the Laws of the State of North Carolina, Private Laws of the State of North Carolina, passed by the General Assembly at its session of 1905 (page 93), chapter 34, entitled "An Act to Incorporate the Winston-Salem Southbound Railway Company," amending sections 10 and 11 of the Private Acts of 1905, chapter 34, page 96, ratified January 31, 1907.

Private Laws of the State of North Carolina, passed by the General Assembly at its session of 1909 (page 539), chapter 252, entitled "An Act extending the time for construction of the Winston-Salem Southbound Railway Company," ratified March 5, 1909.

Acts of the General Assembly of the State of North Carolina, H. B. 888, S. B. 584, entitled "An Act to amend the charter of the Winston-Salem Southbound Railway Company," amending section 2 of chapter 34 of the Private Laws of North Carolina passed at its session of 1905, ratified February 11, 1911.

Private Laws of the State of North Carolina, passed by the General Assembly at its session of 1911 (page 892), chapter 357, entitled "An Act to amend An Act relating to the Southbound Railway Company," ratified February 25, 1911.

ROAD OPERATED—NORTH CAROLINA

	1926	1927
Winston-Salem, N. C., to Wadesboro, N. C. (miles).....	87.7	87.7
Under contract and trackage rights.....	6.82	6.82

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 1,245,000.00	\$ 1,245,000.00
Capital stock, per mile.....	14,196.12	14,196.12
Funded debt.....	5,000,000.00	5,000,000.00
Funded debt, per mile.....	57,012.54	57,012.54
Cost of road.....	5,388,418.61	5,473,673.05
Cost of road, per mile.....	61,441.49	62,413.60
Cost of equipment.....	692,850.98	692,850.98
Cost of equipment, per mile.....	7,181.88	7,900.24
Operating revenue.....	1,498,280.44	1,559,343.47
Operating expenses.....	921,978.92	917,897.23
Net operating revenue.....	576,301.52	641,446.24
Operating revenue, per mile.....	15,851.46	16,497.50
Operating expenses, per mile.....	9,754.83	9,711.14
Total freight revenue.....	1,384,042.17	1,455,170.79
Total passenger train service revenue.....	94,637.58	85,721.58
Freight revenue, per mile.....	14,642.85	15,395.57
Passenger train service revenue, per mile.....	1,001.24	906.91
Total number of passengers carried earning revenue.....	31,091	26,880
Average receipts per passenger, per mile.....	.03411	.03281
Taxes paid.....	125,500.00	139,000.00

Employees (1926): Number—Executives, officials and staff assistants, 4; Professional, clerical and general, 37; Maintenance of way and structures, 110; Maintenance of equipment and stores, 4; Transportation (other than train, engine and yard), 19; Transportation (train and engine service), 53. Total, 223.

Employees (1927): Number—Executives, officials and staff assistants, 4; Professional, clerical and general, 37; Maintenance of way and structures, 124; Maintenance of equipment and stores, 5; Transportation (other than train, engine and yard), 21, Transportation (train and engine service), 53; Total, 244.

ABERDEEN AND ROCKFISH RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	W. A. Blue.....	Aberdeen, N. C.
General Manager or Superintendent.....	J. A. Bryant.....	Aberdeen, N. C.
Secretary and Treasurer.....	H. McC. Blue.....	Aberdeen, N. C.
Traffic Manager.....	G. F. Dempsey.....	Fayetteville, N. C.

DIRECTORS

W. A. Blue, H. J. Blue, H. McC. Blue, J. W. Graham, J. A. Bryant, all of Aberdeen, N. C. and H. W. Jackson of Richmond, Va.

HISTORY

Organized June 22, 1892, under Laws of North Carolina, Secretary of State, also chapter 22 of 1893, Chapter 45 of 1901, Chapter 401 of 1907, Chapter 200 of 1911, Chapter 289 of March, 1913.

PROPERTY OPERATED

	1926	1927
Aberdeen, N. C. to Fayetteville, N. C. (miles).....	44.9	44.9

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 208,800.00	\$ 208,800.00
Capital stock, per mile.....	4,650.33	4,650.33
Funded debt.....	165,000.00	165,000.00
Funded debt, per mile.....	3,674.83	3,674.83
Cost of road.....	341,373.26	341,373.26
Cost of road, per mile.....	7,602.97	7,602.97
Cost of equipment.....	87,321.13	87,321.13
Cost of equipment, per mile.....	1,944.79	1,944.79
Cost of road and equipment, per mile.....	9,547.76	9,547.76
Operating revenue.....	204,058.06	204,092.81
Operating expenses (interest on bonds not included).....	131,297.03	156,302.31
Net operating revenue.....	72,761.03	47,790.50
Operating revenue, per mile.....	4,544.72	4,545.49
Operating expenses, per mile.....	2,924.21	3,481.12
Total freight revenue.....	185,420.88	190,409.84
Total passenger train service revenue.....	10,150.49	9,245.25
Freight revenue, per mile.....	4,129.64	4,240.75
Total number passenger carried earning revenue.....	9,232	7,276
Passenger service train revenue, per mile.....	221.61	205.90
Revenue from other sources.....	8,486.69	4,437.72
Average receipts per passenger, per mile.....	.03436	.03436
Taxes paid, North Carolina.....	7,239.89	6,244.57

Employees: Number—General officers, 6-6; Office clerks, 1-1; Station agents, 3-3; Other station men 5-5; Enginemen, 2-2; Firemen, 2-2; Conductors, 2-2; Other trainmen, 3-3; Machinists, 2-2; Carpenters 1-1; Other shopmen, 1-1; Section Foremen, 5-; Other trackmen, 20-20; Total, 53-53.

APPALACHIAN RAILWAY COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	A. J. Stevens.....	New York, N. Y.
General Manager or Superintendent.....	J. A. Sisk.....	Ela, N. C.
Secretary and Treasurer.....	J. R. Alloy.....	Waynesville, N. C.
Traffic Manager.....	J. A. Sisk.....	Ela, N. C.

DIRECTORS

A. J. Stevens, New York, N. Y.; J. R. Alloy, Waynesville, N. C.; R. W. Brining, Philadelphia, Pa.; F. L. Beer, Philadelphia, Pa.; J. A. Sisk, Ela, N. C.

HISTORY

Organized July 30, 1908, under the Laws of North Carolina.

PROPERTY OPERATED

	1926	1927
Ela, N. C. to Ravensford, N. C. (miles).....	10.00	10.00

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 100,000.00	\$ 100,000.00
Capital stock, per mile.....	10,000.00	10,000.00
Funded debt.....	70,000.00	43,000.00
Funded debt, per mile.....	7,000.00	4,300.00
Cost of road.....	323,093.83	323,093.83
Cost of road, per mile.....	32,309.38	32,309.38
Cost of equipment.....	10,085.14	10,085.14
Cost of equipment, per mile.....	1,008.51	1,008.51
Cost of road and equipment, per mile.....	33,317.89	33,317.89
*Operating revenue.....	117,637.17	98,997.36
Operating expenses (interest on bonds not included).....	90,000.14	85,199.35
Net operating revenue.....	27,637.03	13,798.01
Operating revenue, per mile.....	11,763.71	9,899.73
Operating expenses, per mile.....	9,000.01	8,519.93
Total freight revenue.....	112,032.06	94,291.36
Total Passenger train service revenue.....	3,734.20	2,437.50
Freight revenue, per mile.....	11,203.20	9,429.13
Total number passengers carried earning revenue.....	6,499	6,418
Passenger service train revenue, per mile.....	373.42	243.75
†Revenue from other sources.....	*3,889.88	*2,318.86
Average receipts per passenger, per mile.....	.05	2.63
Taxes paid, North Carolina.....	2,198.27	3,013.16

*\$3,889.88 Non-operating revenue not included. †See non-operating revenue.

*\$6,852.52 Non-operating revenue not included.

Employees: Number—General officers, 5-4; Office clerks, 1-1; Station Agents, 2-2; Other station men, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 2-1; Other trainmen, 2-2; Section Foremen, 2-2; Other trackmen, 12-12; Other employees, 1. Total, 30-27.

ATLANTIC AND CAROLINA RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	R. G. Turnbull.....	Norfolk, Va.
General Manager.....	J. E. Jerritt.....	Kenansville, N. C.
Secretary and Treasurer.....	W. J. Jones.....	Norfolk, Va.
Vice-President.....	T. A. Hefty.....	Kenansville, N. C.

DIRECTORS

R. C. Turnbull, Norfolk, Va.; H. D. Williams, Kenansville, N. C.; W. J. Jones, Norfolk, Va.; R. D. Johnston, Warsaw, N. C.; T. A. Hefty, Kenansville, N. C.; J. E. Jerritt, Kenansville, N. C.; L. A. Beasley, Kenansville, N. C.

HISTORY

Organized April 21, 1914, under Laws of North Carolina, Chapter 61, Revisal 1905, B, Section 2549, Revisal.

PROPERTY OPERATED

	1926	1927
Kenansville, N. C. to Warsaw, N. C. (miles).....	10	10

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 10,000.00	\$ 10,000.00
Capital stock, per mile.....	1,000.00	1,000.00
Funded Debt.....	34,000.00	34,000.00
Funded debt, per mile.....	3,400.00	3,400.00
Cost of road.....	66,230.00	66,230.00
Cost of road, per mile.....	6,623.00	6,623.00
Cost of equipment.....	2,146.23	2,146.23
Cost of equipment, per mile.....	214.62	214.62
Cost of road and equipment, per mile.....	6,837.62	6,837.62
Operating revenue.....	25,097.70	16,463.78
Operating expenses (interest on bonds not included).....	20,119.95	16,938.73
Net operating revenue.....	4,977.75	474.95*
Operating revenue, per mile.....	2,509.77	1,646.37
Operating expenses, per mile.....	2,011.99	1,693.87
Total freight revenue.....	23,325.65	14,854.06
Total passenger train service revenue.....	516.34	412.96
Freight revenue, per mile.....	2,332.56	1,485.40
Total number passengers earning revenue.....	1,695	1,374
Passenger service train revenue, per mile.....	51.63	41.29
Revenue from other sources.....	1,255.71	1,196.76
Average receipts per passenger, per mile.....	.0363	.0363
Taxes paid, North Carolina.....	900.45	909.14

Employees: Number—General officers, 7-7; Office clerks, 1-1; Station agents, 1-1; Other station men, 1-1; Enginemen, 1-1; Conductors, 1-1; Other trainmen, 1-1; Section Foremen, 1-1; Other trackmen, 4-4; Total, 18-18.

ATLANTIC AND WESTERN RAILROAD COMPANY

(Sold August 1st and organized under name of Atlantic & Western Railway Co.)

OFFICERS 1927

Title	Name	Official Address
President.....	H. C. Huffer, Jr.....	300 Madison Ave, New York, N. Y.
General Manager.....	E. T. Ussery.....	Sanford, N. C.
Secretary and Treasurer.....	W. R. Sullivan.....	33 Pine St., New York
Traffic Manager.....	E. T. Ussery.....	Sanford, N. C.

DIRECTORS

H. C. Huffer, Jr., N. A. Campbell, 300 Madison Ave., New York, N. Y.; H. P. Edwards, J. W. Cunningham, Sanford, N. C.; W. R. Sullivan, 33 Pine St., New York, N. Y.; Louis d'Ailleries, Paris. France; J. R. Baggett, Lillington, N. C.

HISTORY

Organized March 7, 1899, under Laws of North Carolina, Private Laws of North Carolina, Session 1899, Chapter 363, Chapter 49 of Volume of Code of North Carolina and Amendments.

PROPERTY OPERATED

	1926	1927
Sanford, N. C. to Lillington, N. C. (miles).....	24	24

CAPITAL STOCK, ETC.

	1927
Capital stock.....	\$ 332,000.00
Capital stock, per mile.....	13,833.34
Funded debt.....	332,000.00
Funded debt, per mile.....	13,833.00
Cost of road.....	565,796.27
Cost of road, per mile.....	23,574.84
Cost of equipment.....	67,755.09
Cost of equipment, per mile.....	2,823.13
Cost of road and equipment, per mile.....	26,397.87
Operating revenue.....	43,773.30
Operating expenses (interest on bonds not included).....	39,899.95
Net operating revenue.....	3,873.35
Operating revenue, per mile.....	1,823.88
Operating expenses, per mile.....	1,662.49
Total freight revenue.....	40,110.00
Total passenger train service revenue.....	2,647.72
Freight revenue, per mile.....	1,671.67
Total number passengers carried earning revenue.....	4,149
Passenger service train revenue, per mile.....	110.32
Revenue from other sources.....	12.00
Average receipts per passenger, per mile.....	.036
Taxes paid, North Carolina.....	1,103.70

Employees: Number—General officers, 7-; Office clerks, 1-; Station agents, 5-; Other station men, 1-; Enginemen, 2-; Firemen, 2-; Conductors, 1-; Other trainmen, 4-; Machinists, 1-; Other shopmen 1-; Section foremen, 2-; Other trackmen, 12-; Other employees, 1-; Total, 40-;

ATLANTIC AND WESTERN RAILWAY COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	H. C. Huffer, Jr.....	366 Madison Ave. New York, N. Y.
General Manager.....	E. T. Ussery.....	Sanford, N. C.
Secretary.....	W. R. Sullivan.....	33 Pine St., New York
Treasurer.....	W. R. Williams.....	Sanford, N. C.
Traffic Manager.....	E. T. Ussery.....	Sanford, N. C.

DIRECTORS

H. C. Huffer, Jr., 366 Madison Ave., New York, N. Y.; N. A. Campbell, 306 Madison Ave., New York, N. Y.; W. R. Sullivan, 33 Pine St., New York, N. Y.; W. R. Williams, L. P. Wilkins, Sanford, N. C.; E. T. Ussery, Austin McCormick, Sanford, N. C.

HISTORY

Organized August, 1927, under laws of North Carolina; Chapter 22, Article 12, Section 1223 of the Consolidated Statutes of the State of North Carolina,

ROAD OPERATED

	1926	1927
Sanford N. C. to Lillington, N. C. (miles).....	24	24

CAPITAL STOCK, ETC.

	1927
Capital stock	\$ 40,000.00
Capital stock, per mile	1,666.67
Funded debt	60,000.00
Funded debt, per mile	2,500.00
Cost of road	227,464.65
Cost of road, per mile	9,477.69
Cost of equipment	30,080.00
Cost of equipment, per mile.....	1,253.33
Cost of road and equipment, per mile.....	10,731.02
Operating revenue.....	30,689.33
Operating expenses (interest on bonds not included).....	28,591.39
Net operating revenue	8,097.94
Operating revenue, per mile	1,528.30
Operating expenses, per mile.....	1,189.96
Total freight revenue.....	33,904.01
Total passenger train service revenue.....	2,253.35
Freight revenue, per mile.....	1,416.83
Total number passengers carried earning revenue.....	4,056
Passenger Service train revenue, per mile.....	93.89
Revenue from other sources.....	649.47
Average receipts per passenger, per mile.....	.036
Taxes paid, North Carolina.....	303.15

Employees: Number—General officers, 6; Office clerks, 2; Station agents, 5; Other station men, 2; Enginemen, 2; Firemen 2; Conductors, 2; Other trainmen, 2; Machinists, 1; Other shopmen, 1; Section foremen, 2; Other trackmen, 12; Other employees, 1. Total, 40.

BLACK MOUNTAIN RAILWAY COMPANY**OFFICERS—1927**

Title	Name	Official Address
President.....	John B. Dennis.....	New York, N. Y.
General Manager or Superintendent.....	L. H. Phetteplace.....	Erwin, Tennessee
Secretary.....	J. B. Britton, Jr.....	Erwin, Tennessee
Treasurer.....	Jno. W. Sanders.....	Erwin, Tennessee

DIRECTORS

John B. Dennis, New York, N. Y.; Jas. J. McLaughlin, Erwin, Tenn.; L. H. Phetteplace, Erwin Tenn.; J. W. Pless, Asheville, N. C.; Geo. T. Wofford, Johnston City, Tenn.; Adam B. Crouch, Johnson City, Tenn.

HISTORY

Organized April 21, 1910, under Laws of North Carolina, Chapter of "Revisal of 1905" as amended by Chapter 472, passed in 1907 session of the General Assembly.

ROAD OPERATED

	1926	1927
Kona, N. C. to Burnsville, N. C. (miles)	21.62	21.59
Micaville, N. C. (spur) to Bowditch, N. C. (miles).....	2.11	2.11
Total.....	23.73	23.70

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 50,000.00	\$ 50,000.00
Capital stock, per mile.....	2,107.04	3,649.64
Funded debt.....	600,000.00	600,000.00
Funded debt, per mile.....	25,284.45	43,795.62
Cost of road.....	436,696.03	275,769.40
Cost of road, per mile.....	18,402.70	20,129.15
Cost of equipment.....	7,310.28	7,310.28
Cost of equipment, per mile.....	308.06	533.60
Cost of road and equipment, per mile.....	18,710.76	20,662.75
Operating revenue.....	64,203.55	66,386.46
Operating expenses (interest on bonds not included).....	43,231.21	44,408.26
Net operating revenue.....	20,972.34	21,978.20
Operating revenue, per mile.....	2,705.59	4,095.40
Operating expenses, per mile.....	1,821.80	2,739.56
Total freight revenue.....	60,849.98	65,106.58
Total passenger train service revenue.....	2,556.48	997.54
Freight revenue, per mile.....	2,564.26	4,016.45
Total number passengers carried earning revenue.....	2,625	1,013
Passenger service train revenue, per mile.....	106.59	61.54
Revenue from other sources.....	797.09	282.34
Average receipts per passenger, per mile.....	3.49	3.58
Taxes paid, North Carolina.....	7,025.48	4,124.97

Employees: Number—General officers, 8-8; Office clerks, 1-1; Station agents, 2-2; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 2-2; Other shopmen, 1-1; Section foremen, 3-2; Other trackmen, 13-8. Total, 33-27.

BONLEE AND WESTERN RAILWAY COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	I. H. Dunlap.....	Bonlee, N. C.
General Manager or Superintendent.....	G. H. Andrews.....	Bennett, N. C.
Secretary and Treasurer.....	A. F. Andrews.....	Bennett, N. C.
Traffic Manager.....	C. M. Andrews.....	Bennett, N. C.

DIRECTORS

I. H. Dunlap, Bonlee, N. C.; P. G. Dunlap, Little Rock, S. C.; John H. Dunlap, Bonlee, N. C.; A. F. Andrews, Bennett, N. C.; C. M. Andrews, Bonlee, N. C.; C. C. Brewer, Siler city, N. C.; G. H. Andrews, Bennett, N. C.

HISTORY

Organized October 12, 1908, under Laws of North Carolina, North Carolina Revisal of 1905, Chapter 61, entitled "Railroads."

ROAD OPERATED

	1926	1927
Bonlee, N. C. to Bennett, N. C. (miles)	10.37	10.37

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 61,600.00	\$ 61,600.00
Capital stock, per mile.....	5,951.69	5,866.66
Funded debt.....		8,000.00
Funded debt, per mile.....		761.90
Cost of road.....	60,256.00	61,193.30
Cost of road, per mile.....	5,821.84	5,827.93
Cost of equipment.....	21,872.87	20,915.57
Cost of equipment, per mile.....	2,113.32	1,991.96
Cost of road and equipment, per mile.....	7,935.16	7,819.89
Operating revenue.....	18,272.37	10,744.99
Operating expenses (interest on bonds not included).....	17,437.20	12,820.57
Net operating revenue.....	835.17	2,075.58
Operating revenue, per mile.....	1,765.45	1,023.33
Operating expenses, per mile.....	1,684.75	1,221.01
Total freight revenue.....	17,806.00	10,674.23
Total passenger service revenue.....		
Freight revenue, per mile.....	1,726.18	1,016.59
Total number passengers carried earning revenue.....		
Passenger service train revenue, per mile.....		
Revenue from other sources.....		70.76
Average receipts per passenger, per mile.....		
Taxes paid, North Carolina.....	468.49	382.00

Employees: Number—General officers, 5-1; Station agents, 1-2; Enginemen, 1-1; Firemen, 0-1; Section foremen, 1-1; Other trackmen, 4-2; Total, 13-8.

CAROLINA RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	G. R. Loyall.....	Norfolk, Va.
Superintendent.....	J. C. Poe.....	Kinston, N. C.
Secretary.....	M. S. Hawkins.....	Norfolk, Va.
Treasurer.....	J. F. George.....	Norfolk, Va.
Traffic Manager.....	J. F. Dalton.....	Norfolk, Va.

DIRECTORS

G. R. Loyall, Norfolk, Va.; W. B. Rodman, Norfolk, Va.; E. D. Kyle, Norfolk, Va.; M. S. Hawkins Norfolk, Va.

HISTORY

Organized December 11, 1912, under Laws of North Carolina; General Laws of North Carolina as set out in Chapter 61 of Pells Revisal of North Carolina.

ROAD OPERATED

	1926	1927
Kinston, N. C., to Snow Hill, N. C. (miles).....	13.095 2.133	15.228

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 35,000.00	\$ 35,000.00
Capital stock, per mile.....	2,672.78	2,672.78
Funded debt.....	39,000.00	39,000.00
Funded debt, per mile.....	2,978.24	2,978.24
Cost of road.....	93,111.37	93,111.37
Cost of road, per mile.....	7,110.45	7,110.45
Cost of equipment.....	915.00	915.00
Cost of equipment, per mile.....	69.87	69.87
Cost of road and equipment, per mile.....	7,180.32	7,180.32
Operating revenue.....	27,067.44	30,458.69
Operating expenses (interest on bonds not included).....	22,463.88	23,315.79
Net operating revenue.....	4,603.56	7,142.90
Operating Revenue, per mile.....	1,777.48	2,000.17
Operating expenses, per mile.....	1,475.17	1,531.11
Total freight revenue.....	25,490.56	28,854.51
Total passenger train service revenue.....	1,128.07	1,253.32
Freight revenue, per mile.....	1,673.93	1,894.83
Total number passengers carried earning revenue.....	7,456	7,996
Passenger service train revenue, per mile.....	74.08	82,303.00
Revenue from other sources.....	448.81	350.86
Average receipts per passenger, per mile.....	.09268	11.9348
Taxes paid, North Carolina.....	1,959.76	1,016.98

Employees: Number—General Officers, 5-5; Office clerks, 1-1; Station agents, 1-1; Other station men, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 1-1; Section foremen, 1-1; Other trackmen, 4-4. Total, 17-17.

CAROLINA AND GEORGIA RAILWAY COMPANY*OFFICERS—1927**

Title	Name	Official Address
President.....	John C. Arbogast.....	Asheville, N. C.
General Manager or Superintendent.....	John C. Arbogast.....	Asheville, N. C.
Treasurer.....	S. F. Chapman.....	Asheville, N. C.
Secretary.....	F. J. Heazel.....	Asheville, N. C.

DIRECTORS

John C. Arbogast, Asheville, N. C.; S. F. Chapman, Asheville, N. C.; R. Y. Grant, Asheville, N. C.; F. J. Heazel, Asheville, N. C.; J. B. Anderson, Asheville, N. C.

HISTORY

Organized March 19, 1919, under the Laws of North Carolina.

ROAD OPERATED

	N. C.	Total
Andrews, N. C. to Hayesville, N. C. (miles)	24.84	24.84

CAPITAL STOCK, ETC.

	1926
Capital stock.....	\$ 161,450.00
Capital stock, per mile.....	6,499.60
Funded debt.....	134,000.00
Funded debt, per mile	5,394.52
Cost of road	538,572.66
Cost of road, per mile.....	21,681.67
Cost of equipment.....	16,514.60
Cost of equipment, per mile.....	664.84
Cost of road and equipment, per mile.....	22,346.51
Operating revenue.....	15,425.21
Operating expenses (interest on bonds not included).....	20,183.49
Net operating revenue.....	4,758.28
Operating revenue, per mile.....	620.99
Operating expenses, per mile.....	812.54
Total freight revenue.....	15,425.21
Total passenger train service revenue.....	-----
Freight revenue, per mile.....	620.99
Total number of passengers carried earning revenue	-----
Passenger service train revenue, per mile.....	-----
Revenue from other sources.....	-----
Average receipts per passenger, per mile.....	-----
Taxes paid, North Carolina.....	100.00

Employees: Number—General officers, 3-; Office clerks, 1-; Enginemen, 1; Firemen, 1; Conductors' 1; Other trainmen, 1; Section foremen 1; Other trackmen, 4; Total, 13.

*Road went into the hand of a receiver January 18, 1927.

Not operated during 1927

CAROLINA AND NORTHEASTERN RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	W. C. Rawles.....	Richmond, Va.
General Manager or Superintendent.....	H. O. Carlton.....	Franklin, Va.
Secretary and Treasurer.....	H. O. Carlton.....	Franklin, Va.
Traffic Manager.....	H. O. Carlton.....	Franklin, Va.

DIRECTORS

W. C. Rawles, Richmond, Va.; Thos. B. Gay, Richmond, Va.; H. Stuart Lewis, Suffolk, Va.; A. Woolford, Suffolk, Va.; W. L. Long, Roanoke Rapids, N. C.

HISTORY

Organized January 8th, 1917, under Laws of North Carolina; See Private Laws of North Carolina for 1917.

ROAD OPERATED

	1926	1927
Gumberry, N. C. to Lasker, N. C. (miles).....	16	16

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 300,000.00	\$ 300,000.00
Capital stock, per mile.....	18,750.00	18,750.00
Funded debt.....	199,000.00	199,000.00
Funded debt, per mile.....	12,437.50	12,437.50
Cost of road.....	412,371.44	412,371.44
Cost of road, per mile.....	25,773.21	25,773.21
Cost of equipment.....	21,822.35	20,822.35
Cost of equipment, per mile.....	1,363.89	1,301.40
Cost of road and equipment, per mile.....	27,137.10	27,074.61
Operating Revenue.....	29,211.95	30,907.69
Operating expenses (interest on bonds not included).....	21,930.63	30,986.28
Net operating revenue.....	7,281.32	78.59
Operating revenue, per mile.....	1,825.74	1,931.73
Operating expenses, per mile.....	1,370.66	1,936.64
Total freight revenue.....	28,971.59	30,803.39
Total passenger train service revenue.....	240.37	104.30
Freight revenue, per mile.....	1,810.72	1,925.21
Total number passengers carried earning revenue.....	960	417
Passenger service train revenue, per mile.....	15.02	6.52
Revenue from other sources.....		
Average receipts per passenger, per mile.....	.03	.03
Taxes paid, North Carolina.....	1,091.72	1,217.20

Employees: Number—General officers, 5-5; Office clerks, 2-2; Station agents, 3-3; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Machinists, 1-1; Section foremen, 2-2; Other trackmen, 6-6. Total, 22-22.

THE CAROLINA SOUTHERN RAILWAY COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	S. Wade Marr.....	Raleigh, N. C.
General Manager.....	J. W. Fox.....	Windsor, N. C.
Secretary.....	J. H. Matthews.....	Windsor, N. C.

DIRECTORS

S. Wade Marr, Raleigh, N. C.; J. W. Fox, Windsor, N. C.; K. B. Coulter, Clifton Springs, N. Y.; J. H. Matthews, Windsor, N. C.; John H. Small, Washington, D. C.; J. C. Causey, Sedley, Va.; J. A. Pretlow, Franklin, Va.

HISTORY

Organized April 1, 1926, under Laws of North Carolina.

ROAD OPERATED

	1926	1927
Ahoskie, N. C. to Windsor, N. C. (miles).....	22 ½	22 ½

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 150,000.00	\$ 150,000.00
Capital stock, per mile.....	6,863.63	6,666.66
Funded debt.....		11,800.00
Funded debt, per mile.....		524.44
Cost of road.....	150,000.00	55,700.00
Cost of road, per mile.....	6,863.63	2,475.55
Cost of equipment.....		
Cost of equipment, per mile.....	6,863.63	
Operating revenue.....	40,939.31	61,682.42
Operating expenses (interest on bonds not included).....	40,204.67	58,715.39
Net operating revenue.....	734.64	2,967.03
Operating revenue, per mile.....	1,860.86	2,741.44
Operating expenses, per mile.....	1,827.43	2,609.57
Total freight revenue.....	36,012.31	57,678.81
Total Passenger train service revenue.....	4,527.90	403.01
Freight revenue, per mile.....	818.92	2,563.50
Total number passengers carried earning revenue.....	11,039	
Passenger service train revenue, per mile.....	280.14	
Revenue from other sources.....	2,210.80	1,644.46
Average receipts per passenger, per mile.....	1.28	
Taxes paid, North Carolina.....	815.76	705.40

Employees: Number—General officers, 1-1; Office clerks, 1-1; Station agents, 4-4; Other station men, 1-1; Enginemen, 2-2; Firemen, 2-2; Conductors, 2-1; Other trainmen, 3-2; Machinists, 1-1; Other Shopmen, 2-; Section foremen, 3-2; Other trackmen, 8-8; Other employees, 1-2. Total, 29-27.

Equipment, new standard-gauge tracks, stations, etc., now being contracted for.

CLIFFSIDE RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	Chas. H. Haynes.....	Cliffside, N. C.
Vice-President.....	Walter H. Haynes.....	Cliffside, N. C.
Treasurer.....	Z. O. Jenkins.....	Cliffside, N. C.
Secretary.....	H. M. Owens.....	Cliffside, N. C.
Traffic Manager.....	Carl R. Cunningham.....	Atlanta, Ga.
Auditor.....	G. C. Shuford.....	Cliffside, N. C.

DIRECTORS

Chas. H. Haynes, Cliffside, N. C.; Walter H. Haynes, Cliffside, N. C.; Z. O. Jenkins, Cliffside, N. C.; Virginia Haynes Caldwell, Cliffside, N. C.; G. Haynes, Cliffside, N. C.

HISTORY

Organized in 1905 under Laws of North Carolina.

ROAD OPERATED

	1926	1927
Cliffside, N. C. to West Henrietta and Avondale, N. C.....	5	5

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 80,000.00	\$ 80,000.00
Capital stock, per mile.....	16,000.00	16,000.00
Funded debt.....	12,202.11	7,688.42
Funded debt, per mile.....	2,440.42	1,537.68
Cost of road.....	121,143.32	121,789.95
Cost of road, per mile.....	24,228.66	24,357.99
Cost of equipment.....	21,735.42	21,758.18
Cost of equipment, per mile.....	4,347.08	4,351.63
Cost of road and equipment, per mile.....	28,575.75	28,709.63
Operating revenue.....	35,248.52	33,383.11
Operating expenses (interest on bonds not included).....	29,527.63	26,034.90
Net operating revenue.....	5,720.89	7,348.21
Operating revenue, per mile.....	7,049.70	6,676.62
Operating expenses, per mile.....	5,905.52	5,206.98
Total freight revenue.....	34,241.91	32,273.59
Total passenger train service revenue.....	47.50	-----
Freight revenue, per mile.....	6,848.38	6,454.71
Total number passengers carried earning revenue, Est.....	500	-----
Passenger train revenue, per mile.....	9.50	-----
Revenue from other sources (Express commissions, etc.).....	959.11	1,109.52
Average receipts per passenger, per mile (estimated).....	.03	-----
Taxes paid, N. C. Franchise, \$60.00; State, \$240.53; County, \$425.46.....	-----	-----

Employees: Number—General officers, 4-4; Office clerks, 1-1; Station agents, 1-1; Enginemen, 2-2; Firemen, 2-2; Conductors, 1-1; Machinists, 1-1; Section foremen, 1-1; Other trackmen, 4-4. Total, 17-17.

DOVER AND SOUTH BOUND RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	W. A. Wimsatt.....	Washington, D. C.
General Manager or Superintendent.....	D. W. Richardson.....	Dover, N. C.
Secretary and Treasurer.....	W. B. H. Blandford.....	Dover, N. C.
Traffic Manager.....	N. S. Richardson.....	Dover, N. C.

DIRECTORS

W. A. Wimsatt, W. K. Wimsatt, G. P. Lohr of Washington, D. C.; D. W. Richardson, N. S. Richardson, W. B. H. Blandford of Dover, N. C., T. D. Warren of New Bern, N. C.

HISTORY

Organized December 1, 1918, under Laws of North Carolina, Chapter 67 Private Laws 1905, Chapter 59 Private Laws, 1907.

ROAD OPERATED

	1926	1927
Dover, N. C. to Richlands, N. C. (miles).....	24.75	24.75

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 100,000.00	\$ 100,000.00
Capital stock, per mile.....	4,040.40	4,040.40
Funded debt.....		
Funded debt, per mile.....		
Cost of Road.....	164,240.98	164,240.98
Cost of road, per mile.....	6,636.00	6,636.00
Cost of equipment.....	22,250.81	22,250.81
Cost of equipment per mile.....	899.00	899.00
Cost of road and equipment, per mile.....	7,535.00	7,535.00
Operating revenue.....	34,426.66	56,889.40
Operating expenses (interest on bonds not included).....	33,583.43	44,737.52
Net operating revenue.....	843.23	12,151.48
Operating revenue, per mile.....	1,390.97	2,298.56
Operating expenses per mile.....	1,356.89	1,807.57
Total freight revenue.....	30,640.89	56,217.25
Total passenger train service revenue.....	1,296.17	287.20
Freight revenue, per mile.....	1,238.02	2,271.25
Total number passengers carried earning revenue.....	2,332	550
Passenger service train revenue, per mile.....	52.54	11.60
Revenue from other sources.....	2,489.60	2,956.10
Average receipts per passenger, per mile.....		
Taxes paid, North Carolina.....	2,482.25	1,280.51

Employees: Number—General officers, 3-3; Office clerks, 1-1; Station agents, 2-2; Other station men, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 1-1; Machinists, 3-3; Carpenters, 1-1; Other shopmen, 1-1; Section foremen, 3-3; Other trackmen, 6-6. Total, 25-25.

DURHAM AND SOUTHERN RAILWAY COMPANY**OFFICERS—1927**

Title	Name	Official Address
President.....	B. N. Duke.....	New York, N. Y.
Vice-President.....	E. Thomason.....	Charlotte, N. C.
Superintendent.....	T. B. Smith.....	Durham, N. C.
General Auditor.....	E. B. Hardin.....	Charlotte, N. C.
Secretary-Treasurer.....	W. C. Parker.....	New York, N. Y.
Auditor.....	J. M. Martin.....	Durham, N. C.
Traffic Manager.....	J. S. Cureton.....	Greenville, S. C.
General Counsel.....	Jones Fuller.....	Durham, N. C.

DIRECTORS—1927

B. N. Duke, New York, N. Y.; E. Thomason, Charlotte, N. C.; C. McD. Carr, Durham, N. C.; J. S. Cobb, Durham, N. C.; J. H. Erwin, Durham, N. C.; W. A. Erwin, Durham, N. C.; W. A. Erwin, Jr., Durham, N. C.; J. S. Hill, Durham, N. C.; R. L. Lindsay, Durham, N. C.; J. B. Mason, Durham, N. C.; W. C. Parker, New York, N. Y.; H. C. Scatterfield, Durham, N. C.; C. C. Thomas, Durham, N. C.; John F. Wiley, Durham, N. C.

HISTORY

Organized January 13, 1904. Chartered under Laws of North Carolina, Chapter 49, volume 1 and amended March 10, 1905.

ROAD OPERATED

	1926	1927
East Durham, N. C. to Dunn, N. C. (miles).....	56.87	56.87

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 1,350,000.00	\$ 1,350,000.00
Capital stock, per mile.....	23,738.35	23,738.35
Cost of road.....	1,450,764.94	1,478,814.67
Cost of road, per mile.....		
Cost of equipment.....	132,207.72	134,375.66
Cost of equipment, per mile.....		
Operating revenue.....	756,023.18	773,544.05
Operating expenses.....	477,526.55	442,596.44
Net Operating revenue.....	278,496.63	330,947.61
Operating revenue, per mile.....	12,820.47	13,117.59
Operating expenses, per mile.....	8,097.79	7,505.45
Total freight revenue.....	724,180.66	746,014.71
Total passenger train service revenue.....	24,924.78	21,481.54
Freight revenue, per mile.....	12,280.49	12,650.75
Passenger service train revenue, per mile.....	422.67	364.28
Total number passengers carried earning revenue.....	17,923	17,326
Average receipts per passenger, per mile.....	.03727	.03307
Taxes paid, North Carolina.....	49,800.00	58,550.00

Employees (1926): Number—Executives, officials and staff assistants, 8; Professional, clerical and general, 25; Maintenance of way and structures, 77; Maintenance of equipment and stores, 22; Transportation (other than train, engine and yard), 21; Transportation (train and engine service); 23. Total, 176.

Employees (1927): Number—Executives, officials and staff assistants, 7; Professional, clerical and general, 25; Maintenance of way and structures, 48; Maintenance of equipment and stores, 20; Transportation (other than train, engine and yard), 22; Transportation (train and engine service), 23; Total, 145.

EAST CAROLINA RAILWAY COMPANY**OFFICERS—1927**

Title	Name	Official Address
President.....	Henry Clark Bridgers.....	Tarboro, N. C.
Superintendent.....	J. T. Hagans.....	Tarboro, N. C.
Secretary.....	A. D. Fowlkes.....	Tarboro, N. C.
Treasurer.....	Henry Clark Bridgers.....	Tarboro, N. C.
Traffic Manager.....	Henry Clark, Bridgers.....	Tarboro, N. C.

DIRECTORS

Henry Clark Bridgers, John L. Bridgers, A. D. Fowlkes and T. J. Hagans, Tarboro, N. C.; B. F. D Albritton, Hookerton, N. C.; J. R. Davis and W. J. Turnage, Farmville, N. C.

HISTORY

Organized July 1, 1898, under Laws of North Carolina; Public Laws of State of North Carolina Charter amended by private Laws of State of North Carolina ratified by General Assembly, March 11, 1901, Chapter 362.

ROAD OPERATED

	1926	1927
Tarboro, N. C. to Hookerton, N. C. (miles) ----- (Owned 38.20 trackage)	39.20	39.20

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 55,500.00	\$ 55,500.00
*Capital stock, per mile.....	1,452.88	1,452.88
Funded debt.....	306,000.00	404,515.10
*Funded debt, per mile.....	8,010.47	10,589.40
Cost of road.....	314,433.46	*414,448.56
*Cost of road, per mile.....	8,231.24	10,849.44
Cost of equipment.....	13,292.87	13,292.87
*Cost of equipment, per mile.....	347.99	347.99
*Cost of road and equipment, per mile.....	8,579.22	11,197.43
Operating revenue.....	179,330.10	168,141.46
Operating expenses (interest on bonds not included).....	169,011.16	150,246.77
Net operating revenue.....	10,318.94	17,894.69
**Operating revenue, per mile.....	4,574.75	4,289.32
**Operating expenses per mile.....	4,311.51	3,832.83
Total freight revenue.....	175,083.72	164,314.40
Total passenger train service revenue.....	1,576.63	968.71
**Freight revenue, per mile.....	4,466.42	4,191.69
Total number passengers carried earning revenue.....	503	-----
Passenger service train revenue, per mile.....	40.22	-----
Revenue from other sources.....	2,669.75	2,092.45
Average receipts per passenger, per mile.....	-----	-----
Taxes paid, North Carolina.....	5,951.60	9,749.07

Employees: Number—General officers, 4-4; Office clerks, 8-8; Station agents, 7-7; Other station men, 1-1; Enginemen, 2-1; Firemen, 1-1; Conductors, 2-2; Other trainmen, 3-3; Machinists, 1-1; Other Shopmen, 5-5; Section foremen, 4-4; Other trackmen, 17-17; Other employees, 1-1. Total 56-56.

*Based on owned mileage (38.20).

**Based on operated mileage (39.20).

NOTE.—Cost of equipment shown does not include cost of 3 steam locomotives, 2 passenger cars, 3 passenger motors and 10 box cars which are leased.

EAST TENNESSEE AND WESTERN NORTH CAROLINA RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	Edgar P. Earle.....	Johnson City, Tenn.
Vice-President and Treasurer.....	J. E. Vance.....	Johnson City, Tenn.
Secretary and Treasurer.....	Hammond Prosser.....	Johnson City, Tenn.

DIRECTORS

Edgar P. Earle, Philadelphia, Pa; J. H. Epps, Jonesboro, Tenn ; Ario Pardee, Philadelphia, Pa.; J. E. Vance, Johnson City, Tenn.; Henry Lewis, Philadelphia, Pa.; A. G. B. Steel, Philadelphia, Pa.; H. W. Warden, Jr., Philadelphia, Pa.

HISTORY

Organized May 24, 1866, under Laws of Tennessee; Acts of Assembly 1865-1866, Sec. 23, by which the charter of the East Tennessee and Virginia Railroad became the charter of this Company. Re-organized May 22, 1879.

ROAD OPERATED

	N. C.	Total
Johnson City, Tenn. to Cranberry, N. C. (miles).....	3.18	36.18

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 490,800.00	\$ 490,800.00
Capital stock, per mile.....	13,565.50	13,595.50
Funded debt.....	500,000.00	500,000.00
Funded debt, per mile.....	13,819.79	13,819.79
Cost of road.....	995,432.12	1,011,855.45
Cost of road, per mile.....	27,513.32	27,967.24
Cost of equipment.....	328,568.41	329,812.71
Cost of equipment, per mile.....	9,081.49	9,115.88
Cost of road and equipment, per mile.....	36,594.82	37,083.13
Operating revenue.....	317,617.18	335,296.71
Operating expenses (Interest on bonds not included)	213,681.62	229,094.77
Net operating revenue.....	103,935.56	126,201.94
Operating revenue, per mile.....	8,778.80	9,820.25
Operating expenses, per mile.....	5,906.07	6,332.08
Total freight revenue.....	274,812.42	316,228.73
Total passenger train service revenue.....	33,699.62	29,527.59
Freight revenue, per mile.....	7,595.69	8,740.43
Total Number passengers carried earning revenue.....	49,737	39,742
Passenger service train revenue, per mile.....	931.44	816.13
Revenue from other sources.....	10,265.82	9,540.39
Average receipts per passenger, per mile.....	.02649	.03365
Taxes paid, North Carolina.....	1,536.64	1,636.43

Employees: Number—General officers, 5-4; Office clerks, 7-5; Station agents, 9-9; Other station men, 21-8; Enginemen, 5-7; Firemen, 5-7; Conductors, 5-6; Other trainmen, 10-11; Machinists, 1-; Telegraph operators, 1-; Section foremen, 5-4; Other trackmen, 31-36; Other employes, 22-43. Total, 127-140.

ROAD OPERATED IN NORTH CAROLINA

	1926	1927
Cranberry, N. C. to N. C.-Tenn. line (miles)-----	3.18	3.18

CAPITAL STOCK, ETC.

	1926	1927
*Capital stock-----	\$ 43,138.29	\$ 43,138.29
Capital stock, per mile-----	13,565.50	13,565.50
Funded debt-----	43,946.93	43,946.93
Funded debt, per mile-----	13,819.79	13,819.79
Cost of road-----	87,492.35	88,935.82
Cost of road, per mile-----	27,513.32	27,967.24
Cost of equipment-----	28,879.13	28,988.49
Cost of equipment, per mile-----	9,081.49	9,115.88
Operating revenue-----	27,916.58	30,228.39
Operating expenses (interest on bonds not included)-----	18,781.30	20,136.01
Net operating revenue-----	9,135.28	10,092.38
Operating revenue, per mile-----	8,778.80	9,820.25
Operating expenses, per mile-----	5,906.07	6,332.08
Total freight revenue-----	23,154.29	27,794.56
Total passenger train service revenue-----	2,961.97	2,595.29
Freight revenue, per mile-----	7,595.69	8,740.43
Total number passengers carried earning revenue-----	4,376	3,497
Passenger service train revenue, per mile-----	931.44	816.13
Revenue from other sources-----	903.39	839.55
Average receipts per passenger, per mile-----	.02649	.03365
Taxes paid, North Carolina-----	1,536.64	1,636.43

*Estimated on mileage basis.

ELKIN AND ALLEGHANY RAILROAD COMPANY**OFFICERS—1926**

Title	Name	Official Address
President.....	H. G. Chatham.....	Winston-Salem, N. C.
General Manager.....	J. P. Ipock.....	Elkin, N. C.
Secretary and Treasurer.....	Alex Chatham.....	Elkin, N. C.
Traffic Manager.....	J. P. Ipock.....	Elkin, N. C.

DIRECTORS

H. G. Chatham, Winston-Salem, N. C.; G. T. Roth, Alex Chatham, J. F. Hendren, R. M. Chatham, R. L. Hubbard, A. G. Click, Elkin, N. C.; A. A. Wrufl, Cherry Lane, N. C.; R. A. Daughton, Sparta, N. C.; C. C. Smoot, III, North Wilkesboro, N. C.

HISTORY

Organized January 1, 1920, under Laws of North Carolina.

ROAD OPERATED

	1926	1927
Elkin, N. C. to Veneer, N. C. (miles).....	15	15

CAPITAL STOCK, ETC.

	1926
Capital stock.....	\$ 56,000.00
Capital stock, per mile.....	3,733.33
Funded debt.....	
Funded debt, per mile.....	
Cost of road.....	45,000.00
Cost of road, per mile.....	3,000.00
Cost of equipment.....	13,225.83
Cost of equipment, per mile.....	881.72
Cost of road and equipment, per mile.....	3,881.72
Operating revenue.....	23,074.13
Operating expenses (interest on bonds not included).....	18,173.18
Net operating revenue (taxes not included).....	4,900.95
Operating revenue, per mile.....	1,538.28
Operating expenses, per mile.....	1,211.15
Total freight revenue.....	22,806.13
Total passenger train service revenue.....	
Freight revenue, per mile.....	1,520.41
Total number passengers carried earning revenue.....	
Passenger service train revenue, per mile.....	
Revenue from other sources.....	268.00
Average receipts per passenger, per mile.....	
Taxes paid, North Carolina.....	400.72

Employees: Number—General officers, 3-; Station agents, 1-; Enginemen, 1-; Firemen, 1-; Conductors, 1-; Section foremen, 1-; Other trackmen, 3-. Total, 11.

GRAHAM COUNTY RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	H. C. Bemis.....	Bradford, Pa.
General Manager or Superintendent.....	H. C. Bemis.....	Bradford, Pa.
Secretary.....	R. H. Montony.....	Robbinsville, N. C.
Treasurer.....	L. A. Dindinger.....	Robbinsville, N. C.
Traffic Manager.....	R. H. Montony.....	Robbinsville, N. C.

DIRECTORS

H. C. Bemis, Bradford, Pa.; E. R. Frederick, Robbinsville, N. C.; S. W. Black, Bryson City, N. C.; R. H. Montony, Robbinsville, N. C.; L. C. Bemis, Robbinsville, N. C.; L. A. Dindinger, Robbinsville, N. C.; A. B. Anderson, Robbinsville, N. C.;

HISTORY

Organized February 27, 1905, under Laws of North Carolina; Private Laws of North Carolina Session 1905, Pages 530 to 536 inclusive

ROAD OPERATED

	N. C.	Total
Robbinsville, N. C. to Topton, N. C. (miles).....	12.13	12.13

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 150,000.00	\$ 150,000.00
Capital stock, per mile.....	12,366.03	12,366.03
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	194,574.84	198,970.84
Cost of road, per mile.....	16,040.79	16,403.20
Cost of equipment.....	24,751.66	24,751.66
Cost of equipment, per mile.....	2,040.53	2,040.53
Cost of road and equipment, per mile.....	18,031.32	18,443.73
Operating revenue.....	31,557.34	41,089.74
Operating expenses (interest on bonds not included).....	22,499.66	36,669.98
Net Operating revenue.....	9,057.68	4,416.76
Operating revenue, per mile.....	2,601.59	3,387.45
Operating expenses, per mile.....	1,854.87	3,023.08
Total freight revenue.....	29,891.77	39,937.88
Total passenger service revenue.....		
Freight revenue, per mile.....	2,464.20	3,292.49
Total number passengers carried earning revenue.....		
Passenger service train revenue, per mile.....		
Revenue from other sources.....	1,665.57	5,520.50
Average receipts per passenger, per mile.....		
Taxes paid, North Carolina.....		1,558.25

Employees: Number—General officers, -4; Office clerks, -1; Station agents, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-; Section foremen, 1-1; Other trackmen, 7-7. Total, 12-17.

HIGH POINT, THOMASVILLE AND DENTON RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	C. F. Tomlison.....	High Point, N. C.
General Manager or Superintendent.....	O. A. Kirkman.....	High Point, N. C.
Secretary and Treasurer.....	O. A. Kirkman.....	High Point, N. C.
Traffic Manager, G. F. A.....	F. J. Flagler.....	High Point, N. C.

DIRECTORS

C. F. Tomlison, High Point, N. C.; R. B. Terry, High Point, N. C.; J. E. Millis, High Point, N. C.; O. A. Kirkman, High Point, N. C.; T. J. Finch, Thomasville, N. C.; B. I. Harrison, Denton, N. C.

HISTORY

Organized May 11, 1923, under Laws of North Carolina.

ROAD OPERATED

	N. C.	Total
High Point, N. C. to High Rock, N. C.....	34.81	34.81

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 213,930.00	\$ 215,840.00
Capital stock, per mile.....	6,145.65	6,200.51
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	330,268.00	410,082.03
Cost of road, per mile.....	9,487.73	11,780.58
Cost of equipment.....	92,835.96	99,847.95
Cost of equipment, per mile.....	2,666.93	2,868.37
Cost of road and equipment, per mile.....	12,154.66	14,648.95
Operating revenue.....	364,037.45	415,814.53
Operating expenses (interest on bonds not included).....	277,707.91	322,520.25
Net Operating revenue.....	86,329.54	95,324.28
Operating revenue, per mile.....	10,457.84	11,946.12
Operating expenses, per mile.....	7,977.82	9,265.16
Total freight revenue.....	354,244.68	407,534.82
Total passenger train service revenue.....	9,792.77	8,309.71
Freight revenue, per mile.....	10,176.52	11,707.41
Total number passengers carried earning revenue.....	786	623
Passenger service train revenue, per mile.....	281.31	2,387.16
Revenue from other sources.....	1,692.60	2,064.25
Average receipts per passenger, per mile.....	.03500	.0310
*Taxes paid, North Carolina.....		

Employees: Number—General officers, 5-5; Office clerks, 15-15; Station agents, 3-4; Other station men, 5-10; Enginemen, 3-4; Firemen, 3-4; Conductors, 3-4; Other trainmen, 6-6; Machinists, 2-2; Carpenters, 2-2; Other shopmen, 10-10; Section Foremen, 6-7; Other trackmen, 52-42; Other employees, 5-5. Total, 120-122.

*(\$4,800 taxes included in operating expenses.)

KINSTON CAROLINA RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	G. R. Loyall.....	Norfolk, Va.
Superintendent.....	J. C. Poe.....	Kinston, N. C.
Secretary.....	M. S. Hawkins.....	Norfolk, Va.
Treasurer.....	J. F. George.....	Norfolk, Va.
Traffic Manager.....	J. F. Dalton.....	Norfolk, Va.

DIRECTORS

G. R. Loyall, Norfolk, Va.; C. F. Harvey, Kinston, N. C.; M. S. Hawkins, Norfolk, Va.; E. D. Kyle, Norfolk, Va.

HISTORY

Organized January 25th, 1910, under Laws of North Carolina; State of North Carolina—especially provisions of Section 1239-1240 and 1241 of Pell's Revisal of 1908 N. C. Page 641.

ROAD OPERATED

	N. C.	Total
Kinston N. C. to Beulahville, N. C. (miles).....	30.47	30.47

CAPITAL STOCK, ETC

	1926	1927
Capital stock.....	\$ 35,000.00	\$ 35,000.00
Capital stock, per mile.....	1,148.67	1,148.67
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	67,553.92	67,553.92
Cost of road, per mile.....	2,217.06	2,217.06
Cost of equipment.....	9,949.42	10,221.17
Cost of equipment, per mile.....	326.53	335.45
Cost of road and equipment, per mile.....	2,543.59	2,552.51
Operating revenue.....	41,904.31	27,162.25
Operating expenses (Interest on bonds not included).....	34,431.27	34,869.90
Net operating revenue.....	7,473.04	7,707.65
Operating revenue, per mile.....	1,375.26	891.44
Operating expenses, per mile.....	1,130.00	1,144.40
Total freight revenue.....	39,401.93	25,119.15
Total passenger train service revenue.....	2,220.38	1,970.69
Freight revenue, per mile.....	1,293.14	824.38
Total number passengers carried earning revenue.....	395	
Passenger service train revenue, per mile.....	72.87	64.67
Revenue from other sources.....	282.00	62.41
Average receipts per passenger, per mile.....	.03488	
Taxes paid, North Carolina.....	2,794.70	2,407.59

Employees: Number—General officers, 5-5; Office clerks, 2-2; Station agents, 2-2; Other Station men, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 1-1; Other Shopmen, 2-2; Section foremen, 2-2; Other trackmen, 8-8. Total, 26-26.

LAURINBURG AND SOUTHERN RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	John F. McNair.....	Laurinburg, N. C.
General Manager or Superintendent.....	Jas. L. McNair.....	Laurinburg, N. C.
Secretary.....	C. E. Reman.....	Laurinburg, N. C.
Treasurer.....	Z. V. Pate.....	Laurinburg, N. C.
Traffic Manager.....	G. V. Jones.....	Laurinburg, N. C.
Auditor.....	J. W. Hollis.....	Laurinburg, N. C.

DIRECTORS

John F. McNair, Laurinburg, N. C.; John Blue, Laurinburg, N. C.; N. G. Wade, Jacksonville, Fla.; A. A. James, Laurinburg, N. C.; D. M. Flynn, Jacksonville, Fla.; A. M. Fairley, Laurinburg, N. C.; Jas. L. McNair, Laurinburg, N. C.

HISTORY

Organized March 8, 1909 under Laws of North Carolina; Private Laws, 1909.

ROAD OPERATED

	N. C.	Total
Johns, N. C. to Raeford, N. C. (miles).....	30	30

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 225,000.00	\$ 225,000.00
Capital stock, per mile.....	7,500.00	7,500.00
Funded debt.....	75,000.00	75,000.00
Funded debt, per mile.....	2,500.00	2,500.00
Cost of road.....	335,889.09	356,102.07
Cost of road, per mile.....	11,862.97	11,870.07
Cost of equipment.....	61,812.49	61,812.49
Cost of equipment, per mile.....	2,060.41	2,060.41
Cost of road and equipment, per mile.....	13,923.39	13,930.48
Operating revenue.....	157,163.50	133,373.85
Operating expenses (Interest on bonds not included).....	132,264.33	112,728.98
Net operating revenue.....	24,899.17	20,644.87
Operating revenue, per mile.....	5,238.78	4,445.79
Operating expenses, per mile.....	4,408.81	3,757.63
Total freight revenue.....	146,913.87	127,586.82
Total passenger train service revenue.....	1,038.40	1,046.38
Freight revenue, per mile.....	4,897.13	4,252.89
Total number passengers carried earning revenue.....	2,308	2,275
Passenger service train revenue, per mile.....	34.61	34.88
Revenue from other sources.....	9,211.23	4,740.55
Average receipts per passenger, per mile.....	.015	.015
Taxes paid, North Carolina.....	5,181.48	5,180.77

Employees: Number—General officers, 6-6; Office clerks, 1-1; Station agents, 3-3; Other station men, -33; Enginemen, 2-2; Firemen, 2-2; Conductors, 2-2; Section foremen, 3-3; Other trackmen, 21-21. Total, 45-45.

LAWNDALE RAILWAY AND INDUSTRIAL COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	John F. Schenck, Sr.....	Lawndale, N. C.
General Manager or Superintendent.....	H. E. Schenck.....	Lawndale, N. C.
Secretary.....	John F. Schenck, Jr.....	Shelby, N. C.
Treasurer.....	John F. Schenck, Sr.....	Lawndale, N. C.
Traffic Manager.....	Carme Elam.....	Lawndale, N. C.

DIRECTORS

George W. Mangum, 70 Thomas St., New York, N. Y.; F. C. Reynolds, 70 Thomas St., New York, N. Y.; John F. Schenck, Sr., Lawndale, N. C.; Hal E. Schenck, Lawndale, N. C.; John F. Schenck, Jr., Shelby, N. C.

HISTORY

Organized January 10, 1888, under Laws of North Carolina.

ROAD OPERATED

	N. C.	Total
Lawndale, N. C. to Shelby, N. C. (miles.....)	11.05	11.05

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 60,000.00	\$ 60,000.00
Capital stock, per mile.....	6,465.52	6,465.52
Funded debt.....		
Funded debt, per mile.....		
Cost of road and equipment.....	79,664.71	79,664.71
Cost of road, per mile.....	8,584.47	8,584.47
Cost of equipment.....		
Cost of equipment, per mile.....		
Cost of road and equipment, per mile.....		
Operating revenue.....	22,015.70	20,103.79
Operating expenses (Interest on bonds not included).....	19,159.40	18,052.98
Net operating revenue.....	2,856.30	2,050.81
Net operating revenue, per mile.....	1,992.37	1,819.35
Operating expenses, per mile.....	1,733.89	1,633.75
Total freight revenue.....	22,013.70	20,103.79
Total passenger train service revenue.....	2.00	
Freight revenue, per mile.....	1,992.19	1,819.35
Total number passengers carried earning revenue.....	no record	
Passenger service train revenue, per mile.....	.18	
Revenue from other sources.....		
Average receipts per passenger, per mile.....	no record	
Taxes paid, North Carolina.....	464.56	531.04

Employees: Number—General officers, 3-3; Office clerks, 1-1; Station agents, 2-2; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 2-2; Machinists, 1-1; Carpenters, 2-2; Section foremen, 1-1; Other trackmen, 4-4. Total, 19-19.

We own 9.28 miles and use 1.77 miles Seaboard Air Line Railway Company's track making 11.05 miles operated.

LINVILLE RIVER RAILWAY COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	Edgar P. Earle.....	Johnson City, Tenn.
Vice-President and Treasurer.....	J. E. Vance.....	Johnson City, Tenn.
Secretary.....	Hammond Prosser.....	Johnson City, Tenn.

DIRECTORS

Edgar P. Earle, Philadelphia, Pa.; J. E. Vance, Johnson City, Tenn.; Ario Pardee, Philadelphia, Pa.; J. H. Epps, Jonesboro, Tenn.; Henry Lewis, Philadelphia, Pa.; D. W. Mackie, Cranberry, N. C.; A. G. B. Steel, Philadelphia, Pa.; H. W. Warden, Jr., Philadelphia, Pa.

HISTORY

Organized August 1, 1899, under Laws of North Carolina.

ROAD OPERATED

	N. C.	Total
Cranberry, N. C. to Pineola, N. C. (miles).....	34.79	34.79
Montezuma, N. C. to Boone, N. C.		

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 450,000.00	\$ 450,000.00
Capital stock, per mile.....	15,934.75	12,934.75
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	533,102.18	535,892.94
Cost of road, per mile.....	15,323.43	15,403.65
Cost of equipment.....	85,780.48	85,780.48
Cost of equipment, per mile.....	2,465.66	2,465.66
Cost of road and equipment, per mile.....	17,789.09	17,869.31
Operating revenue.....	109,838.59	103,580.58
Operating expenses (Interest on bonds not included).....	109,173.33	80,965.90
Net operating revenue.....	665.26	22,614.68
Operating revenue, per mile.....	3,157.18	2,977.31
Operating expenses, per mile.....	3,138.06	2,327.28
Total freight revenue.....	91,283.17	86,346.01
Total passenger train service revenue.....	16,916.17	15,386.74
Freight revenue, per mile.....	2,623.83	2,481.92
Total number passengers carried earning revenue.....	29,708	33,542
Passenger service train revenue, per mile.....	486.23	44,227
Revenue from other sources.....	3,231.76	1,847.83
Average receipts per passenger, per mile.....	.02780	.03494
Taxes paid, North Carolina.....	4,873.21	5,543.02

Employees: Number—General Officers, 5-2; Office Clerks, 2-1; Station agents, 6-6; Enginemen, 2-; Firemen, 2-; Conductors, 2-; Other trainmen, 4-; Machinists, 1-1; Carpenters, 1-1; Other shopmen, -1; Telegraph operators, 1-; Section foremen, 5-4; Other trackmen, 26-21; Other employees, -2; Total, 56-39.

Included in returns of East Tennessee and Western North Carolina Railroad Company.

LOUISVILLE AND NASHVILLE RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	W. R. Cole.....	Louisville, Ky.
Executive Vice-President.....	G. E. Evans.....	Louisville, Ky.
General Manager.....	T. E. Brooks.....	Louisville, Ky.
Secretary.....	J. C. Michael.....	Louisville, Ky.
Treasurer.....	E. S. Locke.....	Louisville, Ky.
Comptroller.....	A. J. Pharr.....	Louisville, Ky.
General Solicitor.....	W. A. Northcutt.....	Louisville, Ky.

DIRECTORS

F. B. Adams, New York; Lyman Delano, Wilmington; George B. Elliott, Wilmington.; James B. Brown, Louisville; George C. Jenkins, Baltimore; J. R. Kenly, Wilmington, N. C.; J. J. Nelligan, Baltimore; Edward W. Sheldon, New York; Frederick W. Scott, Richmond, Va.; Henry Walters, New York; John I. Waterbury, New York; E. L. Smithers, New York.

HISTORY

Organized March 5, 1850, under Laws of Kentucky. Acts of Kentucky Legislature, approved March 5, 1850 (Acts 1849-50, p. 427), and numerous amendments

ROAD OPERATED—ENTIRE LINE

	1926	1927
Main lines and branches (miles)-----	5,034.08	5,069.21
Second main track and branches-----	519.77	550.31
Total trackage-----	8,339.12	8,407.90
Length of road owned-----	4,982.70	4,987.51

CAPITAL STOCK, ETC.

	1926	1927
Capital stock-----	\$117,000,000.00	\$ 117,000,000.00
Capital stock, per mile-----	23,481.24	23,450.77
Funded debt-----	241,455,435.00	239,192,520.00
Funded debt per mile-----	48,458.75	47,958.34
Cost of road-----	275,268,331.77	283,135,293.65
Cost of road, per mile-----	55,244.83	56,768.86
Cost of equipment-----	141,724,774.01	144,585,626.17
Cost of equipment, per mile-----	28,443.37	28,989.34
Operating revenue-----	147,136,530.46	144,605,117.23
Operating expense-----	112,452,390.80	112,857,834.65
Net operating revenue-----	34,674,139.66	31,747,282.58
Operating revenue, per mile-----	29,204.13	28,553.09
Operating expenses, per mile-----	22,321.90	22,284.41
Total freight revenue-----	116,617,328.54	116,384,471.83
Total passenger train service revenue-----	27,489,662.09	25,324,600.23
Freight revenue, per mile-----	23,146.58	22,980.76
Passenger train service revenue, per mile-----	5,456.24	5,000.48
Total number of passengers carried earning revenue-----	9,723,697	9,438,696
Average receipts per passenger, per mile-----	.03339	.3294
Taxes paid,-----	7,927,641.78	7,639,855.29

Employees (1926): Number—Executives, officials and staff assistants, 272; Professional, clerical and general, 6,867; Maintenance of way and structures, 13,961; Maintenance of equipment and stores, 17,500; Transportation (other than train, engine and yard), 4,835; Transportation (yardmasters, switchtenders and hostlers), 565; Transportation (train and engine service), 9,049. Total, 53,049.

Employees (1927): Number—Executives, officials and staff assistants, 262; Professional, clerical and general, 6,776; Maintenance of way and structures, 13,275; Maintenance of equipment and stores, 17,473; Transportation (other than train, engine and yard), 4,757; Transportation (yardmasters, switchtenders, hostlers), 530; Transportation (train and engine service), 8,628. Total, 51,701.

ROAD OPERATED—NORTH CAROLINA

	1926	1927
Georgia-North Carolina State Line to Murphy (miles)-----	13.2	13.2

CAPITAL STOCK, ETC.

	N. C.	1927
*Capital Stock-----	\$ 309,952.36	\$ 309,550.16
*Capital Stock, per mile-----	23,481.24	23,450.77
*Funded debt-----	639,655.50	633,050.08
*Funded debt per mile-----	48,458.75	47,958.34
*Cost of road-----	729,231.75	749,348.95
*Cost of road, per mile-----	55,244.83	56,768.86
*Cost of equipment-----	375,452.48	382,659.28
*Cost of equipment, per mile-----	28,443.37	28,989.34
*Operating revenue-----	39,401.30	39,393.41
*Operating expenses-----	63,007.68	69,682.28
*Net operating revenue-----	†23,606.38	†30,288.87
*Operating Revenue, per mile-----	2,984.95	2,984.35
*Operating expenses, per mile-----	4,773.31	5,278.96
*Total Freight revenue-----	24,779.16	27,473.73
*Total passenger train service revenue-----	13,439.54	10,653.31
*Freight revenue, per mile-----	1,877.21	2,081.34
*Passenger train service revenue, per mile-----	1,018.15	807.07
*Total number of passengers carried earning revenue-----	27,328	23,334
Average receipts per passenger per mile-----	.03464	.03427
Taxes paid, North Carolina-----	10,122.23	9,099.85

*Estimated on mileage basis.

†Deficit.

MAXTON, ALMA AND SOUTHBOUND RAILROAD COMPANY**OFFICERS—1927**

Title	Name	Official Address
President.....	H. A. McKinnon.....	Maxton, N. C.
General Manager.....	C. Lane.....	Rowland, N. C.
Treasurer.....	A. J. McKinnon.....	Maxton, N. C.
Secretary.....	C. J. Cottingham.....	Alma, N. C.
Traffic Manager.....	C. Lane.....	Rowland, N. C.

DIRECTORS

H. A. McKinnon, Maxton, N. C.; J. W. Ward, Rowland, N. C.; A. J. McKinnon, Maxton, N. C.; L. Z. Hedgepeth, Rowland, N. C.; C. J. Cottingham, Alma, N. C.; G. M. Pate, Rowland, N. C.; R. L. McLeod, Maxton, N. C.

HISTORY

Organized May, 1911, under Laws of North Carolina. Private Laws of North Carolina Session 1911, Chapter 86, Page 199 to 208, inclusive.

ROAD OPERATED

	N. C.	Total
Alma, N. C. to Rowland, N. C. (miles).....	15.15	15.15

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 75,000.00	\$ 75,000.00
Capital stock, per mile.....	4,950.00	4,950.00
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	156,799.27	120,258.77
Cost of road, per mile.....	10,349.79	7,937.88
Cost of equipment.....	29,812.29	29,812.29
Cost of equipment, per mile.....	1,967.80	1,967.80
Cost of road and equipment, per mile.....	12,317.59	9,905.68
Operating revenue.....	22,978.55	20,606.52
Operating expenses (interest on bonds not included).....	20,719.09	18,189.09
Net operating revenue.....	2,259.46	2,417.43
Operating revenue, per mile.....	1,516.73	1,360.16
Operating expenses, per mile.....	1,367.59	1,200.60
Total freight revenue.....	20,396.70	19,007.68
Total passenger train service revenue.....	1,760.09	1,425.34
Freight revenue, per mile.....	1,346.31	1,247.99
Total number of passengers carried earning revenue.....	1,640	1,003
Passenger service train revenue, per mile.....	116.17	96.08
Revenue from other sources.....	821.76	173.50
Average receipts per passenger, per mile.....	.0370	.0365
Taxes paid, North Carolina.....	1,313.78	1,302.77

Employees: Number—General officers, 1-1; Office clerks, 2-2; Station agents, 2-3; Other Station men, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 2-; Machinists, 1-1; Other shopmen, 1; Section Foremen, 1-1; Other trackmen, 4-4; Total 17-17.

MOORE CENTRAL RAILWAY COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	J. C. Hurley.....	Troy, N. C.
General Manager or Superintendent.....	M. H. Birkhead.....	Asheboro, N. C.
Secretary and Treasurer.....	Arthur Ross.....	Asheboro, N. C.

DIRECTORS

J. C. Hurley, Troy, N. C.; J. M. Brown, Hemp, N. C.; Arthur Ross, Asheboro, N. C.; Frank Hurley, Troy, N. C.

HISTORY

Organized October 12, 1924, under Laws of North Carolina, Section 1223 Consolidated Statutes of North Carolina

ROAD OPERATED

	N. C.	Total
Carthage, N. C. to McConnell, N. C. (not operated).....	10.107	10.107
Cameron N. C. to Carthage, N. C. (operated).....	11.197	11.197

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 75,000.00	\$ 75,000.00
Capital stock, per mile.....	3,520.46	3,520.46
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	40,023.45	40,065.70
Cost of road, per mile.....	1,879.03	1,880.66
Cost of equipment.....	4,607.00	4,564.75
Cost of equipment, per mile.....	216.29	214.26
Cost of road and equipment, per mile.....	2,095.32	2,094.93
Operating revenue.....	33,814.96	26,991.24
Operating expenses (Interest on bonds not included).....	30,190.38	28,336.46
Net operating revenue.....	3,624.58	1,345.22
Operating revenue, per mile.....	3,019.19	2,410.57
Operating expenses, per mile.....	2,659.56	2,530.71
Total freight revenue.....	31,068.05	23,759.18
Total passenger train service revenue.....	30.43	56.77
Freight revenue, per mile.....	2,773.93	2,121.92
Total number passengers carried earning revenue.....	85	184
Passenger service train revenue, per mile.....	2.72	5.07
Revenue from other sources.....	2,716.48	3,175.29
Average receipts per passenger, per mile.....	.36	.26
Taxes paid, North Carolina.....	537.07	545.95

Employees: Number—General officers, 4-5; Office clerks, 1-1; Station agents, 2-2; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 1; Other shopmen, 1-; Telegraph operators, 1; Section foremen, 1-1; Other trackmen, 4-4. Total, 16-18.

PIEDMONT AND NORTHERN RAILWAY COMPANY

PRINCIPAL GENERAL OFFICERS—1927

Title	Name	Official Address
President.....	W. S. Lee.....	Mercantile Bldg., Charlotte, N. C.
Vice-President.....	N. A. Cocke.....	Mercantile Bldg., Charlotte, N. C.
Vice-President.....	E. Thomason.....	Mercantile Bldg., Charlotte, N. C.
Secretary.....	J. C. McGowan.....	Mercantile Bldg., Charlotte, N. C.
Treasurer.....	N. A. Cocke.....	Mercantile Bldg., Charlotte, N. C.
General Solicitor.....	W. S. O'B. Robinson, Jr.....	Mercantile Bldg., Charlotte, N. C.
Auditor.....	E. B. Hardin.....	Mercantile Bldg., Charlotte, N. C.
General Manager.....	E. Thomason.....	Mercantile Bldg., Charlotte, N. C.
Superintendent Motive Power.....	A. D. Frye.....	Greenville, S. C.
Traffic Manager.....	J. S. Cureton.....	Greenville, S. C.

DIRECTORS—1927

G. G. Allen, 535 5th Ave., New York, N. Y.; W. S. Lee, Charlotte, N. C.; E. Thomason, Charlotte, N. C.; S. W. Cramer, Charlotte, N. C.; C. A. Canon, Concord, N. C.; W. S. Montgomery, Spartanburg, S. C.; V. M. Montgomery, Spartanburg, S. C.; A. W. Smith, Greenville, S. C.; John A. Law, Spartanburg, S. C.; C. E. Hutchison, Mount Holly, N. C.; E. A. Smythe, Greenville, S. C.; W. E. Beattie, Greenville, S. C.; B. B. Gossett, Charlotte, N. C.; J. A. Law, Spartanburg, S. C.; J. T. Woodside, Greenville, S. C.; J. P. Gossett, Williamston, S. C.; L. D. Blake, Belton, S. C.; J. C. Self, Greenwood, S. C.; E. F. Green, Boston, Mass.; J. W. Arrington, Greenville, S. C.; A. F. McKissich, Greenville, S. C.; B. E. Geer, Greenville, S. C.; J. H. Separk, Gastonia, N. C.; C. C. Armstrong, Gastonia, N. C.

HISTORY

Date of organization, November 17, 1913. Greenville, Spartanburg and Anderson Railway Company, chartered under chapter L of the Code of Laws of South Carolina, 1902. March 10, 1910, amended May 9, 1911, and February 20, 1910.

Piedmont Traction Company, chartered under the Laws of North Carolina, Revisal of 1905, amended February 9 1914.

The properties of the above-named companies were purchased by the Piedmont and Northern Railway Company, in accordance with a resolution of the stockholders of the Piedmont Traction Company, April 25, 1914, and of the Greenville, Spartanburg and Anderson Railway Company, April 24, 1914, and of the Piedmont and Northern Railway Company, May 18, 1914.

ROAD OPERATED

	1926	1927
Main Line and Branches (miles).....	160.18	160.27
Under trackage rights.....	13.87	14.59
Length of road owned.....	160.18	160.27

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 8,584,600.00	\$ 8,584,600.00
Capital stock, per mile.....	53,593.45	53,563.35
Funded Debt.....	6,279,400.00	6,279,400.00
Funded debt, per mile.....	39,202.14	39,180.13
Cost of road and equipment.....	16,197,912.12	16,291,314.41
Cost of road and equipment, per mile.....	101,123.19	101,459.98
Operating revenue.....	2,621,716.35	2,658,010.08
Operating expenses.....	1,511,145.79	1,537,000.93
Net Operating revenue.....	1,110,570.56	1,121,009.15
Operating revenue, per mile.....	15,063.00	15,200.79
Operating expenses, per mile.....	8,682.25	8,789.89
Total freight revenue.....	2,288,091.98	2,340,809.58
Total passenger train service revenue.....	179,654.03	166,168.46
Freight revenue, per mile.....	13,146.17	13,386.76
Passenger train service revenue, per mile.....	1,031.68	950.29
Total number passengers carried earning revenue.....	409,401	345,863
Average receipts per passenger, per mile.....		
Taxes paid.....	265,996.00	241,710.12

Employees (1926): Number—Executives, officials and staff assistants, 11; Professional, clerical and general, 57; Maintenance of way and structures, 141; Maintenance of equipment and stores, 81; Power 16; Transportation, 230. Total 536.

Employees (1927): Number—Executives, officials and staff assistants, 10; Professional, clerical and general, 57; Maintenance of way and structures, 134; Maintenance of equipment and stores, 92; Power, 16; Transportation, 232. Total, 541.

ROAD OPERATED—NORTH CAROLINA

	1926	1927
Main line and branches (miles).....	40.79	40.79
Under trackage rights.....	4.10	4.68
Length of road owned.....	40.79	40.79

*CAPITAL STOCK, ETC.

	1926	1927
*Capital stock.....	\$ 2,186,076.82	\$ 2,184,849.04
Capital stock, per mile.....	53,593.45	53,563.35
Funded debt.....	1,599,055.29	1,598,157.52
Funded debt, per mile.....	39,202.14	39,180.13
Cost of road and equipment.....	4,124,814.92	4,138,552.58
Cost of road and equipment, per mile.....	101,123.19	101,459.98
Operating revenue.....	614,419.77	620,015.75
Operating expenses.....	354,148.97	358,539.61
Net operating revenue.....	260,270.80	261,476.14
Operating revenue, per mile.....	15,063.00	15,200.79
Operating expenses, per mile.....	8,682.25	8,798.89
Total freight revenue.....	536,232.27	546,045.94
Total passenger train service revenue.....	42,082.22	38,762.32
Freight revenue, per mile.....	13,146.17	13,386.76
Passenger train service revenue, per mile.....	1,031.68	950.29
Total number passengers carried earning revenue.....	102,350	86,466
Average receipts per passenger, per mile.....		
Taxes paid, North Carolina.....	41,357.48	32,545.34

*Estimated on mileage basis.

PIGEON RIVER RAILWAY COMPANY

OFFICERS

Title	Name	Official Address
President.....	E. A. Gaskill.....	Waynesville
General Manager or Superintendent.....	J. A. Sisk.....	Ela, N. C.
Secretary and Treasurer.....	E. A. Oblinger.....	New York, N. Y.
Traffic Manager.....	J. A. Sisk.....	Ela, N. C.

DIRECTORS

E. A. Gaskill, Waynesville, N. C.; E. A. Oblinger, New York, N. Y.; E. M. Bechtel, Philadelphia, Pa.; F. H. Ely, Philadelphia, Pa.; E. Williams, Philadelphia, Pa.; K. J. Wenz, Canton, N. C.

HISTORY

Organized November 2, 1906, under Laws of North Carolina; Chapter 61 "Railroads", Vol. 1, Revisal of 1905 of North Carolina.

ROAD OPERATED

	1916	1927
West Canton, N. C. to Sunburst, N. C. (miles).....	14.95	11.07

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 40,000.00	\$ 40,000.00
Capital stock, per mile.....	2,675.58	3,369.83
Funded debt.....	77,000.00	77,000.00
Funded debt, per mile.....	5,150.50	6,495.35
Cost of road.....	330,686.24	262,691.48
Cost of road, per mile.....	22,119.47	22,130.70
Cost of equipment.....	5,000.00	5,000.00
Cost of equipment, per mile.....	334.44	421.23
Cost of road and equipment, per mile.....	22,453.91	22,551.93
Operating revenue.....	8,235.88	20,778.54
Operating expenses (Interest on bonds not included).....	10,334.39	37,071.78
Net operating revenue (Loss).....	2,098.51	16,293.24
Operating revenue, per mile.....	140.36	1,750.50
Operating expenses, per mile.....	684.56	3,123.15
Total freight revenue.....	7,799.74	19,232.01
Total passenger train service revenue.....	223.69	702.48
Freight revenue, per mile.....	521.71	1,620.22
Total number passengers carried earning revenue.....	817	2,341
Passenger service train revenue, per mile.....	14.96	63.45
Revenue from other sources.....	119.49	573.53
Average receipts per passenger, per mile.....	.0366	.0333
Taxes Paid, North Carolina.....	141.24	606.75

Employees: Number—General officers, 4-3; Office clerks, 1-1; Station Agents, 3-1; Other station men, 1-0; Enginemen, 1-; Firemen, 1-1; Conductors, 1-1; Other trainmen, 1-0; Machinist, 0-0; Carpenters, 0-0; Other Shopmen, 0-0; Telegraph Operators, 0-0; Section Foremen, 1-1; Other trackmen, 4-6. Total, 17-15.

*Operated October 1 to December 31, 1926; Other nine months of year operated by Tennessee and North Carolina Railway under lease.

RALEIGH AND CHARLESTON RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	L. R. Powell, Jr.....	Norfolk, Va.
General Manager or Superintendent.....	C. Lane.....	Marion, S. C.
Treasurer and Assistant Secretary.....	T. W. Mathews.....	Norfolk, Va.

DIRECTORS

K. M. Biggs, Lumberton, N. C.; F. Sitterding, Richmond, Va.; C. R. Capps, Norfolk, Va.; R. S. Small, Charleston, S. C.; A. P. McAllister, Lumberton, N. C.; W. Stackhouse, Marion, S. C.; Robt. L. Nutt, New York, N. Y.; D. G. Towles, Meggets, S. C.; L. R. Powell, Jr.; Norfolk, Va.

HISTORY

Organized December 5, 1905.

ROAD OPERATED

	N. C.	Total
Marion, S. C. to Lumberton, N. C. (miles).....	21.24	42.58

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 574,500.00	\$ 574,500.00
Capital stock, per mile.....	13,492.25	13,492.25
Funded debt.....	550,000.00	550,000.00
Funded debt, per mile.....	12,916.86	12,916.86
Cost of road.....	1,096,692.21	1,097,373.31
Cost of road, per mile.....	25,756.04	25,772.04
Cost of equipment.....	19,214.06	19,214.06
Cost of equipment, per mile.....	451.25	451.25
Cost of road and equipment, per mile.....	26,207.29	26,223.29
Operating revenue.....	131,549.34	138,421.89
Operating expenses (Interest on bonds not included).....	101,048.49	114,535.43
Net operating revenue.....	30,500.85	23,886.46
Operating revenue, per mile.....	3,089.46	3,250.87
Operating expenses, per mile.....	2,373.14	2,689.89
Total freight revenue.....	119,324.20	128,720.48
Total passenger train service revenue.....	10,153.13	8,485.24
Freight revenue, per mile.....	2,802.35	3,023.03
Total number passengers carried earning revenue.....	16,207	12,093
Passenger service train revenue, per mile.....	238.45	199.28
Revenue from other sources.....	2,072.01	1,064.52
Average receipts per passenger, per mile.....	.036	.036
Taxes paid, North Carolina.....	3,796.97	4,189.05

Employees: Number—General officers, 1-1; Office clerks, 2-2; Station Agents, 8-8; Other station men, 3-3; Enginemen, 2-2; Firemen, 2-2; Conductors, 2-2; Other trainmen, 3-3; Carpenters, 6-7; Other shopmen, 4-4; Telegraph operators, 1-1; Section foremen, 4-4; Other Trackmen, 14-15; Total, 52-54.

ROAD OPERATED IN NORTH CAROLINA

	1926	1927
Lumberton, N. C. to N. C.-S. C. Line (miles).....	21.24	21.24

*CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 287,250.00	\$ 287,250.00
Capital stock, per mile.....	13,492.25	13,492.25
Funded debt.....	275,000.00	275,000.00
Funded debt, per mile.....	12,916.86	12,916.86
Cost of road.....	548,346.10	548,686.65
Cost of road, per mile.....	25,756.04	25,772.04
Cost of equipment.....	9,607.03	9,607.03
Cost of equipment, per mile.....	451.25	451.25
Cost of road and equipment, per mile.....	26,207.29	26,223.29
Operating revenue.....	65,774.67	69,210.95
Operating expenses (Interest on bonds not included).....	50,524.25	57,267.72
Net operating revenue.....	15,250.42	11,943.23
Operating revenue, per mile.....	3,089.46	3,250.87
Operating expenses, per mile.....	2,273.14	2,689.89
Total freight revenue.....	59,662.10	64,360.24
Total passenger train service revenue.....	5,076.57	8,485.24
Freight revenue, per mile.....	2,802.35	3,023.03
Total number passengers carried earning revenue.....	8,104	6,046
Passenger service train revenue, per mile.....	238.45	199.28
Revenue from other sources.....	1,036.00	532.26
Average receipts per passenger, per mile.....	.036	.036
Taxes paid, North Carolina.....	3,796.97	4,189.05

*Estimated on mileage basis.

ROCKINGHAM RAILROAD COMPANY**OFFICERS—1927**

Title	Name	Official Address
President.....	H. C. Wall....	Rockingham, N. C.
General Superintendent.....	J. L. Hawley.....	Rockingham, N. C.
Secretary and Treasurer.....	J. LeGrand Everett.....	Rockingham, N. C.

DIRECTORS

William Entwistle, Rockingham, N. C.; W. L. Parsons, Rockingham, N. C.; Jno. L. Everett, Rockingham, N. C.; F. W. Leak, Rockingham, N. C.; H. C. Wall, Rockingham, N. C.; J. LeGrand Everett, Rockingham, N. C.

HISTORY

Organized 1910, under the Laws of North Carolina.

ROAD OPERATED

	N. C.	Total
Ledbetter, N. C. (formerly Leak, N. C.) to Gibson, N. C. (miles).....	21.4	21.4

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 72,000.00	\$ 72,000.00
Capital stock, per mile.....	3,364.48	3,364.48
Funded debt.....	250,000.00	250,000.00
Funded debt, per mile.....	11,682.24	11,682.24
Cost of road.....	324,349.47	328,379.74
Cost of road, per mile.....	15,156.51	15,344.85
Cost of equipment.....	18,863.04	18,863.04
Cost of equipment, per mile.....	881.45	881.45
Cost of road and equipment per mile.....	16,182.48	16,226.29
Operating revenue.....	68,754.71	73,546.86
Operating expenses (Interest on bonds not included).....	67,654.87	67,465.85
Net operating revenue.....	1,099.84	6,081.01
Operating revenue, per mile.....	3,212.83	3,436.76
Operating expenses, per mile.....	3,161.44	3,152.60
Total freight revenue.....	68,401.54	73,282.35
Total passenger train service revenue.....	353.17	264.51
Freight revenue, per mile.....	3,196.33	3,424.40
Total number passengers carried earning revenue.....	592	421
Passenger service train revenue, per mile.....	.39	14.70
Revenue from other sources.....		
Average receipts per passenger, per mile.....	3.94	3.5
Taxes paid, North Carolina.....	4,118.40	2,745.60

Employees: Number—General officers, 3-3; Office clerks, 2-3; Station agents, 2-2; Other Station men, 1-2; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other Trainmen, 2-2; Machinists, 1-1; Other shopmen, 2-1; Section foremen, 2-2; Other trackmen, 12-10; Other employees, 3. Total, 30-32

SMOKY MOUNTAIN RAILWAY COMPANY

OFFICERS—1926

Title	Name	Official Address
President.....	W. M. Ritter.....	Columbus, Ohio
General Manager or Superintendent.....	E. B. McCollum.....	Proctor, N. C.
Secretary and Treasurer.....	James L. Hamill.....	Columbus, Ohio
Traffic Manager.....	W. E. Weakley.....	Columbus, Ohio

DIRECTORS

W. M. Ritter, Columbus, Ohio; Jas. L. Hamill, Columbus, Ohio; C. B. Weakley, Columbus, Ohio; Landon C. Bell, Columbus, Ohio; R. E. Pendleton, Columbus, Ohio.

HISTORY

Organized August 2nd, 1905 under Laws of North Carolina; Private Laws of North Carolina, 1909 Chapter 151 Charter amended by act ratified February 26, 1909.

ROAD OPERATED

	N. C.	Total
Ritter, N. C. to Proctor, N. C. (miles).....	9.6	9.6

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 50,000.00	\$ 50,000.00
Capital stock, per mile.....	5,208.33	5,208.33
Funded debt.....	23,000.00	23,000.00
Funded debt, per mile.....	2,395.83	2,395.83
Cost of road.....	120.06	120.06
Cost of road, per mile.....	12.50	12.50
Cost of equipment.....	1,580.55	1,580.55
Cost of equipment, per mile.....	164.64	164.64
Cost of road and equipment, per mile.....	177.15	177.15
Operating revenue.....	18,867.95	7,449.55
Operating expenses (Interest on bonds not included).....	18,750.93	2,119.37
Net operating revenue.....	117.02	5,330.18
Operating revenue, per mile.....	1,965.41	776.00
Operating expenses, per mile.....	1,953.22	220.76
Total freight revenue.....	18,651.70	7,375.45
Total passenger train service revenue.....	216.25	74.10
Freight revenue, per mile.....	1,942.88	768.27
Total number passengers carried earning revenue.....	958	458
Passenger service train revenue, per mile.....	22.53	7.72
Revenue from other sources.....	61.18	67.12
Average receipts per passenger, per mile.....	.053	.038
Taxes paid, North Carolina.....	848.27	-----

Employees: Number—General officers, 2-; Office clerks, 4-; Station agents, 2-; Enginemen, 1-; Firemen, 1-; Conductors, 1-; Section foremen, 1-; Other trackmen, 4-; Other employees, 1-; Total, 17.

TENNESSEE AND NORTH CAROLINA RAILWAY COMPANY

OFFICERS

Title	Name	Official Address
President.....	C. Boice.....	Newport, Tenn.
General Superintendent.....	H. S. Mantooth.....	Newport, Tenn.
Vice-President and Treasurer.....	J. W. Bell.....	Abingdon, Va.
Secretary.....	F. W. Moorehead.....	Hartford, Tenn.

DIRECTORS

C. Boice, Newport, Tenn.; J. W. Bell, Abingdon, Va.; F. W. Moorehead, Hartford, Tenn.; H. S. Mantooth, Newport, Tenn.; F. E. Allen, Waynesville, N. C.; D. L. Boyd, Waynesville, N. C.; D. R. Noland, Crabtree, N. C.

HISTORY

Organized June 28, 1920, under Laws of Tennessee and North Carolina; North Carolina General Assembly Act March 6, 1902; General Laws of Tennessee.

ROAD OPERATED

	1926	1927
Newport, Tenn. to Crestmont, N. C. (miles).....	22.16	19.75
West Canton, N. C. to Spruce, N. C. (miles).....	14.95	
*Knoxville, Tenn. to Sevierville, Tenn. (miles).....		30

CAPITAL STOCK, ETC.

	1926	1927
Capital Stock.....	\$ 250,000.00	\$ 250,000.00
Capital stock, per mile.....	12,400.00	12,400.00
Funded debt.....		
Funded, per mile.....		
Cost of road.....	224,625.80	225,089.01
Cost of road, per mile.....	11,142.15	11,396.91
Cost of equipment.....	24,636.07	28,256.00
Cost of equipment, per mile.....	1,222.02	1,430.68
Cost of road and equipment, per mile.....	12,364.17	12,827.59

Employees: Number—General officers, 4-4; Office clerks, 2-3; Station agents, 5-5; Other station men, 0-3; Enginemen, 2-3; Firemen, 2-2; Conductors, 2-3; Other trainmen, 4-4; Machinists, 0-1; Carpenters, 0-1; Other shopmen, 1-2; Telegraph operators, 0-0; Section Foremen, 4-5; Other trackmen, 16-28; Other employees, 1-2. Total, 43-66.

*Operated but not owned.

ROAD OPERATED IN NORTH CAROLINA

	N. C.	Total
Cresmont, N. C. to N. C.-Tenn. Line (miles).....	2.5	2.5

CAPITAL STOCK, ETC.

	1926	1927
*Capital stock.....	\$ 31,000.00	\$ 31,000.00
*Capital stock, per mile.....	12,400.00	12,400.00
Funded debt.....		
Funded debt, per mile.....		
*Cost of road.....	27,855.38	28,492.27
*Cost of road, per mile.....	11,142.15	11,396.91
*Cost of equipment.....	3,055.05	3,576.70
*Cost of equipment, per mile.....	1,222.02	1,430.68
*Operating Revenue.....	33,732.93	6,405.35
*Operating expenses (Interest on bonds not included).....	22,982.63	5,952.44
*Net operating revenue.....	750.30	452.91
*Operating revenue, per mile.....	2,114.91	2,562.14
*Operating expenses, per mile.....	2,067.87	2,380.97
*Total freight revenue.....	30,063.62	5,166.10
*Total passenger train service revenue.....	3,100.09	1,006.27
*Freight revenue, per mile.....	1,884.86	2,066.44
*Total number passengers carried earning revenue.....	6,158	2,361
*Passenger service train revenue, per mile.....	1240.03	402.50
*Revenue from other sources.....	1,814.88	232.80
Average receipts per passenger, per mile.....	.03	.043
Taxes paid, North Carolina.....	423.69	67.75

*Estimated on mileage basis.

TOWNSVILLE RAILROAD COMPANY**OFFICERS—1927**

Title	Name	Official Address
President.....	J. R. Paschall.....	Merry Mount, N. C.
General Manager or Superintendent.....	S. R. Adams.....	Townsville, N. C.
Secretary and Treasurer.....	R. B. Taylor.....	Townsville, N. C.
Traffic Manager.....	W. J. Talley.....	Townsville, N. C.

DIRECTORS

J. R. Paschall, Merry Mount, N. C.; J. A. Boyd, Townsville, N. C.; C. S. Taylor, Townsville, N. C.; E. M. Tharpe, Townsend, Ga.; S. R. Adams, Townsville, N. C.; J. E. Kimball, Townsville, N. C.; R. B. Taylor, Townsville, N. C.

HISTORY

Organized July 2, 1919 under Laws of North Carolina; Revisal of 1905. Section 2548.

ROAD OPERATED

	1926	1927
Townsville, N. C. to Manson, N. C. (miles).....	11.38	10.5

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 240,000.00	\$ 240,000.00
Capital stock, per mile.....	21,089.63	22,857.14
Funded debt.....	22,500.00	22,500.00
Funded debt, per mile.....	1,977.15	2,142.85
Cost of road.....	254,348.04	254,348.04
Cost of road, per mile.....	22,350.44	24,223.62
Cost of equipment.....	26,079.10	26,144.29
Cost of equipment, per mile.....	2,287.25	2,489.93
Cost of road and equipment, per mile.....	24,637.69	208,492.23
Operating revenue.....	15,075.04	13,941.58
Operating expenses (Interest on bonds not included).....	15,774.62	13,802.55
Net operating revenue.....	699.58	139.03
Operating revenue, per mile.....	1,324.69	1,327.77
Operating expenses, per mile.....	1,386.17	1,314.13
Total freight revenue.....	14,370.79	13,275.40
Total passenger train service revenue.....		
Freight revenue, per mile.....	1,262.81	1,264.32
Total number passengers carried earning revenue.....		
Passenger service train revenue, per mile.....		
Revenue from other sources.....	704.25	666.18
Average receipts per passenger, per mile.....		
Taxes paid, North Carolina.....	796.58	729.19

Employees: Number—General officers, 4-4; Office clerks, 1-1; Station agents, 2-2; Enginemen, 1-1; Firemen, 1-1; Other trainmen, 1-1; Section foremen, 1-1; Other trackmen, 4-3. Total, 16-14.

TUCKASEEGEE AND SOUTHEASTERN RAILWAY COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	Joseph Keys.....	Washington, D. C.
General Manager.....	James E. Walker.....	East LaPorte, N. C.
Secretary and Treasurer.....	N. M. Davidson.....	East LaPorte, N. C.
Traffic Manager.....	James E. Walker.....	East LaPorte, N. C.

DIRECTORS

Joseph Keys, Washington, D. C.; N. M. Davidson, East LaPorte, N. C.; James E. Walker, East LaPorte, N. C.; H. W. Shields, Bluefield, W. Va.; M. L. Harrison, East Ladford, Va.; V. R. Rieley, East LaPorte, N. C.

HISTORY

Organized June 7, 1922, under Laws of North Carolina; Consolidated Statutes North Carolina. Chapter 33-66.

ROAD OPERATED

	1926	1927
Sylva, N. C. to East LaPorte, N. C. (miles).....	12.26	12.26

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 300,000.00	\$ 300,000.00
Capital stock, per mile.....	24,469.82	24,469.82
Funded debt.....		15,000.00
Funded debt, per mile.....		1,223.49
Cost of road.....	308,799.45	348,207.27
Cost of road, per mile.....	25,187.55	28,401.89
Cost of equipment.....	42,539.42	42,539.42
Cost of equipment, per mile.....	3,469.77	3,469.77
Cost of road and equipment, per mile.....	28,657.32	31,871.67
Operating Revenue.....	99,755.58	101,574.13
Operating expenses (Interest on bonds not included).....	84,834.81	93,869.69
Net operating revenue.....	14,920.77	7,704.44
Operating revenue, per mile.....	8,136.67	8,285.00
Operating expenses, per mile.....	6,919.66	7,656.58
Total freight revenue.....	99,120.72	101,574.13
Total passenger train service revenue.....*	634.86	
Freight revenue, per mile.....	8,084.88	8,285.00
Total number of passengers carried earning revenue.....	1,587	
Passenger service train revenue, per mile.....	51.78	
Revenue from other sources.....		
Average receipts per passenger, per mile.....	.032	
Taxes paid, North Carolina.....	718.73	419.70

Employees: Number—General Officers, 4-5; Office clerks, 1-0; Station agents, 1-1; Other station men, 2-0; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other Trainmen, 2-2; Machinists, 1-1; Other shopmen, 3-5; Section foremen, 2-2; Other trackmen, 13-11; Total 32-30.

*Three months.

VIRGINIA AND CAROLINA SOUTHERN RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	A. T. McLean.....	Lumberton, N. C.
First Vice-President.....	H. B. Jennings.....	Lumberton, N. C.
Vice-President in Charge of Traffic Operation and Accounts.....	J. Q. Beckwith.....	Lumberton, N. C.

DIRECTORS

A. T. McLean, H. B. Jennings, F. F. Gray, A. E. White, L. H. Caldwell, S. F. Caldwell, J. D. McLean, all of Lumberton, N. C.; K. M. Biggs, Lumberton, N. C.

HISTORY

Organized January 11, 1907 under Laws of North Carolina; Private Accounts 1903, Chapter 203
Private Accounts 1907, Chapter 67.

ROAD OPERATED

	1926	1927
Hope Mills, N. C. to Lumberton, N. C. (miles).....	52.94	52.94
St. Paul, N. C. to Elizabethtown, N. C. (miles).....	-----	-----

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 141,000.00	\$ 141,000.00
Capital stock, per mile.....	2,663.39	2,663.39
Funded debt.....	524,000.00	524,000.00
Funded debt, per mile.....	9,897.99	9,897.99
Cost of road.....	680,421.96	683,576.17
Cost of road, per mile.....	12,852.70	12,912.30
Cost of equipment.....	77,015.11	77,855.96
Cost of equipment, per mile.....	1,454.66	1,357.31
Cost of road and equipment, per mile.....	14,307.46	14,269.59
Operating revenue.....	257,382.07	189,572.79
Operating expenses (Interest on bonds not included).....	206,234.02	150,064.18
Net operating revenue.....	51,148.05	39,508.61
Operating revenue, per mile.....	4,861.57	3,580.91
Operating expenses, per mile.....	3,889.56	2,834.61
Total freight revenue.....	229,830.38	168,088.82
Total passenger train service revenue.....	19,251.63	15,302.35
Freight revenue, per mile.....	4,341.33	3,175.10
Total number passengers carried earning revenue.....	21,379	14,606
Passenger service train revenue, per mile.....	363.65	289.08
Revenue from other sources.....	10,101.49	3,630.06
Average receipts per passenger, per mile.....	.038	.039
Taxes paid, North Carolina.....	13,461.19	12,194.63

Employees: Number—General Officers, 3-3; Office clerks, 4-4; Station agents, 4-4; Other Station men, 8-10; Enginemen, 2-2; Firemen, 2-2; Conductors, 4-4; Other trainmen, 5-5; Machinists, 2-2; Carpenters, 2-1; Other shopmen, 1-1; Section foremen, 7-7; Other trackmen, 46-27; Other employees, 8-3. Total, 98-75.

WARRENTON RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President and General Manager.....	J. M. Gardner.....	Warrenton, N. C.
Secretary and Treasurer.....	C. R. Rodwell.....	Warrenton, N. C.
Traffic Manager.....	A. C. Blalock.....	Warrenton, N. C.

DIRECTORS

W. G. Rogers, Warrenton, N. C.; C. E. Jackson, Warrenton, N. C.; M. P. Burwell, Warrenton, N. C.; R. T. Watson, Warrenton, N. C.; H. A. Moseley, Warrenton, N. C.; C. R. Rodwell, Warrenton, N. C.

HISTORY

Organized April, 1876, under Laws of North Carolina; Battles Revisal General Laws of North Carolina.

ROAD OPERATED

	1926	1927
Warrenton, N. C. to Warren Plains, N. C. (miles).....	3.00	3.00

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 66,000.00	\$ 66,000.00
Capital stock, per mile.....	22,0000.00	22,000.00
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	53,887.13	54,273.47
Cost of road, per mile.....	17,962.38	18,091.16
Cost of equipment.....	13,465.52	13,465.52
Cost of equipment, per mile.....	4,488.50	4,488.50
Cost of road and equipment, per mile.....	22,450.88	22,579.66
Operating revenue.....	36,126.82	49,416.93
Operating expenses (Interest on bonds not included).....	30,542.64	34,837.00
Net operating revenue.....	5,584.18	14,579.93
Operating revenue, per mile.....	1,861.39	16,472.31
Operating expenses, per mile.....	10,180.88	11,612.33
Total freight revenue.....	36,483.84	47,824.62
Total passenger train service revenue.....	1,150.75	1,592.31
Freight revenue, per mile.....	12,161.28	15,941.54
Total number passengers carried earning revenue*.....		
Passenger service train revenue, per mile.....	383.58	530.77
Revenue from other sources.....	371.10	405.00
Average receipts per passenger, per mile.....		
Taxes Paid, North Carolina.....	1,751.49	2,318.86

Employees: Number—General officers, 5-4; Office clerks, -3; Station agents, -1; Other Station men, 4-2; Enginemen, 1-1; Firemen, 1-1; Total, 12-.

*Passenger service discontinued in February, by consent of the Commission.

WASHINGTON AND VANDEMERE RAILROAD COMPANY

OFFICERS—1927

Title	Name	Official Address
President.....	A. D. McLean.....	Washington, N. C.
General Manager or Superintendent.....	P. R. Albright.....	Wilmington, N. C.
Secretary and Treasurer.....	John L. Reid.....	Wilmington, N. C.
Traffic Manager.....	R. A. Brand.....	Wilmington, N. C.

DIRECTORS

A. D. McLean, Washington, N. C.; C. A. Flynn, Washington, N. C.; Lyman Delano, Wilmington, N. C.; Geo. B. Elliott, Wilmington, N. C.; R. D. Cronly, Wilmington, N. C.

HISTORY

Organized March 4, 1903, under Laws of North Carolina. Act of General Assembly, Chapter 245, Private Laws 1903. Amended by Act of General Assembly, Chapter 40, Private Laws of 1907.

ROAD OPERATED

	1926	1927
Near Washington, N. C. to Vandemere, N. C. (miles).....	40.52	40.52

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 125,000.00	\$ 125,000.00
Capital stock, per mile.....	3,084.90	3,084.90
Funded debt.....	720,000.00	720,000.00
Funded debt, per mile.....	17,769.00	17,769.00
Cost of road.....	599,258.81	600,076.52
Cost of road, per mile.....	14,789.21	14,809.39
Cost of equipment.....	67,537.60	57,274.60
Cost of equipment, per mile.....	1,666.77	1,413.49
Cost of road and equipment, per mile.....	16,455.98	16,222.88
Operating revenue.....	71,299.34	26,229.00
Operating expenses (Interest on bonds not included).....	94,455.67	23,381.56
Net operating revenue (Loss).....	23,156.33	2,847.44
Operating revenue, per mile.....	1,759.61	647.31
Operating expenses, per mile.....	2,321.09	577.04
Total freight revenue.....	60,700.04	23,773.47
Total passenger train service revenue.....	10,140.99	2,411.93
Freight revenue, per mile.....	1,498.03	586.71
Total number passengers carried earning revenue.....	8,785	1,897
Passenger service train revenue, per mile.....	250.27	59.52
Revenue from other sources.....	458.31	43.60
Average receipts per passenger, per mile.....	.0347	.0352
Taxes paid, North Carolina.....	5,423.22	-----

Employees: Number—General officers, 1-; Station agents, 3-1; Other station men, 2-; Enginemen, 1-; Firemen, 1-; Conductors, 1-; Other trainmen, 2-; Telegraph operators, 1-; Section foremen, 4-; Other trackmen, 12-; Other employees, 2-. Total, 30-.

*Leased to Atlantic Coast Line Railroad Co. May 1, 1927.

WILMINGTON, BRUNSWICK AND SOUTHERN RAILROAD COMPANY

OFFICERS

Title	Name	Official Address
President.....	M. J. Corbett.....	Wilmington, N. C.
General Manager.....	M. W. Divine.....	Wilmington, N. C.
Secretary.....	Waller Taylor.....	Wilmington, N. C.
Treasurer.....	H. C. McQueen.....	Wilmington, N. C.
Traffic Manager.....	H. M. Shannon.....	Southport, N. C.

DIRECTORS

M. J. Corbett, Wilmington, N. C.; J. W. Brooks, Wilmington, N. C.; M. W. Divine, Wilmington, N. C.; F. B. Gault, Wilmington, N. C.; Walker Taylor, Wilmington, N. C.; J. A. Jones, Laurinburg, N. C.; H. C. McQueen, Wilmington, N. C.; C. E. Taylor, Jr., Wilmington, N. C.

HISTORY

Organized January 22, 1907, under Laws of North Carolina, General Laws.

ROAD OPERATED

	1926	1927
Nevassa, N. C. to Southport, N. C. (miles).....	30.2	30.2

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 165,000.00	\$ 165,000.00
Capital stock, per mile.....	5,463.59	5,463.59
Funded debt.....	180,000.00	183,750.00
Funded debt, per mile.....	5,960.26	6,084.44
Cost of road.....	447,336.89	462,836.56
Cost of road, per mile.....	14,812.48	15,325.72
Cost of equipment.....	57,211.62	57,211.62
Cost of equipment, per mile.....	1,894.42	1,894.42
Cost of road and equipment, per mile.....	16,706.90	17,220.14
Operating revenue.....	44,114.43	46,746.50
Operating expenses (Interest on bonds not included).....	50,395.03	47,457.06
Net operating revenue.....	6,280.60	710.56
Operating revenue, per mile.....	1,460.74	1,547.90
Operating expenses, per mile.....	1,668.71	1,571.42
Total freight revenue.....	33,286.78	38,599.15
Total passenger train service revenue.....	9,101.28	6,318.22
Freight revenue, per mile.....	1,102.21	1,278.12
Total number passengers carried earning revenue.....	4,405	1,899
Passenger service train revenue, per mile.....	301.37	209.21
Revenue from other sources.....	1,726.37	1,829.13
Average receipts per passenger, per mile.....	.03475	.037
Taxes paid, North Carolina.....	1,898.17	1,985.15

Employees: Number—General officers, 5-5; Office clerks, 1-2; Station agents, 2-2; Other station men, 2-2; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-2; Other trainmen, 1-2; Machinists, 1-1; Other shopmen, 1-1; Section foremen, 2-2; Other trackmen, 11-10; Total, 30-31.

RECAPITULATION MILEAGE, COST OF ROAD, CAPITAL STOCK, FUNDED DEBT, EARNINGS AND EXPENSES—NORTH CAROLINA, 1927

Railroad	Miles of Road	Cost of Road and Equipment	Capital Stock	Funded Debt	Operating Revenue	Operating Expense	Total Freight Revenue	Total Passenger Train Revenue
Atlantic Coast Line R. R.....	1,027.54	\$ 56,906,973.66	\$ 17,689,327.15	\$ 34,162,108.61	\$ 18,606,836.81	\$ 14,882,799.84	\$ 14,163,038.86	\$ 4,148,200.77
Carolina, Clinchfield and Ohio Ry.....	117.40	29,824,679.89	11,018,920.98	12,287,860.01	3,191,023.98	1,807,613.41	3,062,091.54	103,389.62
Carolina and Northwestern Ry.....	87.30	2,772,080.86	986,249.92	1,454,536.49	807,353.10	480,835.77	739,432.00	56,104.20
Norfolk Southern R. R.....	679.61	34,185,075.02	13,772,176.00	14,230,000.00	8,323,725.78	5,940,643.09	7,434,276.15	783,239.55
Atlantic and North Carolina R. R. (Norfolk Southern R. R. Lessor).....	95.82	2,122,200.00	1,797,200.00	325,000.00	*	*	*	*
Norfolk and Western Ry.....	130.70	24,976,238.04	9,658,179.75	6,900,430.66	1,384,005.08	1,804,168.99	1,158,437.77	186,913.74
Seaboard Air Line Ry.....	621.29	46,698,229.79	10,769,167.49	33,635,820.49	14,552,761.24	9,229,224.16	11,856,538.71	2,469,885.02
Southern Ry.....	1,203.99	69,544,796.66	26,951,833.98	40,293,390.29	30,530,423.07	21,999,874.63	23,140,213.70	6,615,169.77
Southern Railway Lessors:								
Asheville and Craggy Mt. Ry.....	2.47	61,970.22	24,200.00	-----	54,689.33	22,255.31	51,959.35	-----
Asheville Southern Ry.....	2.18	53,782.25	60,000.00	-----	↑	↑	↑	↑
Atlanta and Charlotte Air Line Ry.....	42.64	3,622,330.25	283,776.87	3,338,402.09	↑	↑	↑	↑
Atlantic and Danville Ry.....	22.15	609,944.76	173,875.50	434,689.09	↑	↑	↑	↑
Carolina and Tennessee Southern Ry.....	13.96	618,688.08	60,000.00	643,000.00	↑	↑	↑	↑
Danville and Western Ry.....	8.96	256,542.46	43,025.92	256,540.56	59,455.90	37,495.89	53,868.23	4,293.54
High Point, Randleman, Asheboro and Southern R. R.....	27.84	685,222.67	248,400.00	402,000.00	125,341.01	86,484.73	117,614.41	3,991.60
North and South Carolina R. R.....	4.79	60,438.41	50,000.00	62,211.08	↑	↑	↑	↑
North Carolina R. R.....	223.55	-----	4,000,000.00	-----	↑	↑	↑	↑
North Carolina Midland R. R.....	53.50	1,754,125.08	924,000.00	801,000.00	↑	↑	↑	↑
Southern Ry.—Carolina Division.....	106.68	2,372,569.54	632,438.31	1,710,790.00	↑	↑	↑	↑
State University R. R.....	10.15	72,888.78	31,300.00	-----	↑	↑	↑	↑
Yadkin R. R.....	41.00	1,384,653.15	625,000.00	615,000.00	373,694.05	243,473.80	349,957.91	18,822.97
Atlantic and Yadkin Ry. (Receivorship).....	163.10	3,777,444.00	1,000,000.00	1,500,000.00	1,327,096.65	994,297.74	1,197,049.55	105,556.69
Tallulah Falls Ry. (Receivorship).....	14.00	41,547.45	79,291.50	372,434.30	28,016.99	44,097.10	19,417.02	6,330.16
Winston-Salem Southbound Ry.....	87.70	6,166,524.03	1,245,000.00	5,000,000.00	1,559,343.47	917,897.23	1,455,170.79	85,721.58
Total.....	4,788.30	\$284,568,915.05	\$102,123,363.37	\$158,425,213.67	\$ 80,923,766.46	\$ 58,491,161.69	\$ 64,799,065.99	\$14,587,619.21

RECAPITULATION

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MISCELLANEOUS ROADS:								
Aberdeen and Rockfish R. R.	44.90	428,694.39	208,800.00	165,000.00	204,092.81	156,302.31	190,409.84	9,245.25
Appalachian Ry.	10.00	333,178.97	100,000.00	43,000.00	98,997.36	85,199.35	94,291.36	2,437.50
Atlantic and Carolina R. R.	10.00	68,376.23	10,000.00	34,000.00	16,463.78	16,938.73	14,854.06	412.96
Atlantic and Western R. R. (Sold Aug. 1, 1927)								
Atlantic and Western Ry.	24	633,551.36	40,000.00	60,000.00	43,773.30	39,899.95	40,110.00	2,647.72
Black Mountain Ry.	23.70	283,079.08	50,000.00	600,000.00	30,689.33	28,591.39	33,904.01	2,253.35
Bonlee and Western Ry.	10.37	82,108.87	61,600.00	8,000.00	66,386.46	44,408.26	65,106.58	997.54
Carolina R. R.	15.23	94,026.37	35,000.00	39,000.00	10,744.99	12,820.57	10,674.23	-----
Carolina and Georgia Ry. (Not operated in 1927)					30,485.69	23,315.79	28,854.51	1,253.32
Carolina and Northeastern R. R.	16.00	433,193.79	300,000.00	199,000.00	30,907.69	30,986.28	30,803.39	104.30
Carolina Southern Ry.	22.50	55,700.00	150,000.00	11,800.00	61,682.42	58,715.39	57,678.81	403.01
Cliffside R. R.	5.00	143,548.13	80,000.00	7,088.42	33,383.11	26,034.90	32,273.59	-----
Dover and Southbound R. R.	24.75	186,491.79	100,000.00	-----	56,889.40	44,737.52	56,217.25	287.20
Durham and Southern Ry.	56.87	1,613,190.33	1,350,000.00	1,478,814.67	773,544.05	442,596.44	746,014.71	21,481.54
East Carolina Ry.	39.20	427,741.43	55,500.00	404,515.10	168,141.46	150,246.77	164,314.40	968.71
East Tennessee and Western North Carolina R. R.	3.18	117,924.31	43,138.29	43,946.93	30,228.39	20,136.01	27,794.56	2,595.29
Elkin and Alleghany R. R.	15.00	58,225.83	65,000.00	-----	23,074.13	18,173.18	22,806.13	-----
Graham County R. R.	12.13	223,722.50	150,000.00	-----	41,089.74	36,669.98	39,937.88	-----
High Point, Thomasville and Denton R. R.	34.81	509,929.98	215,840.00	-----	415,844.53	322,520.25	407,534.82	8,309.71
Kinston Carolina R. R.	30.47	77,775.09	35,000.00	-----	27,162.25	34,869.90	25,119.15	1,970.69
Laurinburg and Southern R. R.	30.00	41,791.56	225,000.00	75,000.00	133,373.85	112,728.98	127,586.82	1,046.38
Lawndale Railway and Industrial Co.	11.05	79,684.71	60,000.00	-----	20,103.79	18,052.98	20,103.79	-----
Linville River Ry.	34.79	621,673.42	450,000.00	-----	103,580.58	80,965.90	86,346.01	15,386.74
Louisville and Nashville R. R.	13.20	1,132,008.23	309,550.16	633,050.08	39,393.41	69,682.28	27,473.73	110,653.31
Maxton, Alma and Southbound R. R.	15.15	250,071.06	75,000.00	-----	20,606.52	18,189.09	19,007.68	1,425.34
Moore Central Ry.	11.20	44,630.45	75,000.00	-----	26,991.24	28,336.46	23,759.18	56.77
Piedmont and Northern Ry.	40.79	4,138,552.58	2,184,849.04	1,598,157.50	620,015.75	358,539.61	546,045.94	38,762.32
Pigeon River Ry.	11.07	267,691.48	40,000.00	77,000.00	20,778.54	37,071.78	19,232.01	702.48
Raleigh and Charleston R. R.	21.24	558,293.68	287,250.00	275,000.00	69,210.95	57,267.72	64,360.24	8,485.24
Rockingham R. R.	21.40	347,242.78	72,000.00	250,000.00	73,546.86	67,465.85	63,282.35	264.51
Smoky Mountain Ry.	9.60	1,700.61	50,000.00	23,000.00	7,449.55	2,199.37	7,375.45	74.10
Tennessee and North Carolina Ry.	2.50	32,068.97	31,000.00	-----	6,405.35	5,952.44	5,166.10	1,006.27

RECAPITULATION—Continued

Railroad	Miles of Road	Cost of Road and Equipment	Capital Stock	Funded Debt	Operating Revenue	Operating Expense	Total Freight Revenue	Total Passenger Train Revenue
Townsville R. R.....	10.50	\$ 280,492.33	\$ 240,000.00	\$ 22,500.00	\$ 13,941.58	\$ 13,802.55	\$ 13,275.40	\$ -----
Tuckaseegee and Southeastern Ry.....	12.26	390,746.69	300,000.00	15,000.00	101,574.13	93,869.69	101,574.13	-----
Virginia and Carolina Southern R. R.....	52.94	755,432.13	141,000.00	524,000.00	189,572.79	150,064.18	168,088.82	15,302.35
Warrenton R. R.....	3.00	67,738.99	66,000.00	-----	49,416.93	34,837.00	47,824.62	1,592.31
Washington and Vandemere R. R.....	40.52	657,351.12	125,000.00	720,000.00	26,229.00	23,381.56	23,773.47	2,411.93
Wilmington, Brunswick and Southern R. R.....	30.20	520,048.18	165,000.00	183,750.00	46,746.50	47,457.06	38,599.15	6,318.22
Total.....	745.76	\$ 15,947,658.02	\$ 7,937,527.49	\$ 7,491,222.70	\$ 3,732,491.21	\$ 2,812,947.47	\$ 3,501,574.17	\$ 258,856.36
Grand Total.....	5,534.06	\$300,516,573.07	\$110,080,890.86	\$165,916,436.37	\$ 84,656,257.67	\$ 61,304,109.16	\$ 68,300,640.16	\$14,846,475.57

*Included in Norfolk Southern R. R.

†Included in Asheville and Craggy Mt. Ry

‡Included in Southern Ry.

\$1926 Report.

WATER TRANSPORTATION LINES—1927

Name	Length of Route	Gross Receipts	Gross Expenses	Value of Vessels
Albermarle Steam Navigation Co. Franklin, Va.-----	130	\$ 46,771.23	\$ 53,950.00	\$ 46,293.08
Bennett North Carolina Line Norfolk, Va.-----	80	29,282.37	25,718.39	1,500.00
Carolina and Chesapeake S. S. Co., New Bern, Va.-----	200	68,713.29	72,424.82	10,000.00
Cashie River Line, Windsor-----		14,028.49	11,018.59	10,000.00
Daniels Fairfield Line, Elizabeth City-----	81	17,655.89	16,412.38	5,000.00
Eastern Carolina Transportation Co., Manteo-----	47	20,949.97	22,536.13	21,815.78
Norfolk-Baltimore and Carolina Line, Norfolk, Va.-----		3,265.42		18,000.00
*Perquimans River Line, Hertford-----				
Roanoke River Line, Edenton-----	85	9,266.83	7,827.88	11,000.00
Salmon Creek Line, Avoca-----	22	9,875.69	8,916.03	11,000.00
Wanchese Line, Elizabeth City-----	60	22,888.32	24,255.28	26,000.00
Potter Tow-Boat Co., Wilmington-----	25	8,572.46	14,559.99	22,500.00

*Discontinued.

EXPRESS COMPANIES

AMERICAN RAILWAY EXPRESS COMPANY

OFFICERS

Title	Name	Official Address
Chairman of Board.....	J. Horace Harding.....	65 Broadway, New York, N. Y.
President.....	Robt. E. M. Cowie.....	65 Broadway, New York, N. Y.
Vice-President in Charge of Operations..	C. W. Robie.....	New York, N. Y.
Vice-President in Charge of Operations..	E. A. Stedman.....	Chicago, Ill.
Vice-President in Charge of Operations..	C. D. Summy.....	St. Louis, Mo.
Vice-President in Charge of Operations..	Wm. G. Smith.....	Atlanta, Ga.
Vice-President in Charge of Operations..	L. O. Head.....	San Francisco, Cal.
Vice-President in Charge of Traffic.....	F. S. Holbrook.....	New York, N. Y.
Vice-President in Charge of Accounts...	Chas. A. Lutz.....	New York, N. Y.
Vice-President in Charge of Personnell..	L. R. Gwyn.....	New York, N. Y.
Secretary.....	E. R. Merry, Jr.....	New York, N. Y.
Vice-President and Treasurer.....	J. W. Newlean.....	New York, N. Y.
General Counsel.....	H. S. Marx.....	New York, N. Y.
General Auditor.....	J. F. Brizzie.....	Chattanooga, Tenn.
General Auditor.....	Richard Burr.....	Chicago, Ill.
General Auditor.....	H. D. Freeman.....	New York, N. Y.

DIRECTORS

J. S. Alexander, W. M. Barrett, Newcomb Carlton, Frederick, H. Eckner, Robt. E. M. Cowie, H. W. deForest, J. Horace Harding, W. Averill Harriman, Charles Hayden, J. G. Milburn, Mortimer L. Schiff, A. H. Wiggin, all of New York, N. Y.

HISTORY

Organized June, 1918, under Laws of Delaware.

MILEAGE

	Entire System		N. C.	
	1926	1927	1926	1927
Steam Lines.....	221,979.51	222,422.78	3,074.62	3,060.42
Electric Lines.....	2,890.45	2,963.71	26.69	26.69
Steamboat Lines.....	24,408.12	24,008.12	-----	-----
Stage Lines.....	573.78	668.82	-----	-----
Ferries.....	10.75	-----	-----	-----
Airplanes.....	-----	4,508.00	-----	-----
Total.....	249,862.61	254,582.18	3,101.31	3,087.11

OPERATING REVENUES

Account	1926	1927
TRANSPORTATION:		
Express—domestic.....	\$294,512,402.91	\$ 284,502,314.55
Miscellaneous.....	6,610.95	10,386.46
Total transportation.....	\$294,519,013.86	\$ 284,512,701.01
CONTRACT PAYMENTS:		
Express Privileges—Dr.....	147,812,158.57	139,493,535.13
Revenue from transportation.....	\$146,706,855.29	\$ 145,019,165.88
OPERATIONS OTHER THAN TRANSPORTATION:		
Custom brokerage fees.....	\$ 209,295.95	\$ 209,737.19
Order and commission.....	4,580.26	4,938.92
Rents of buildings and other property.....	135,710.30	141,108.97
C. O. D. Checks.....	2,492,443.86	2,470,018.27
Profit on exchange and other financial revenue.....	254.72	246.79
Miscellaneous.....	547,961.74	884,229.69
Total operating revenues.....	\$150,097,102.12	\$ 148,729,445.71

OPERATING EXPENSES

Account	1926	1927
Maintenance.....	\$ 8,385,786.72	\$ 8,292,515.55
Traffic.....	281,282.31	263,762.60
Transportation.....	130,423,121.08	129,130,542.75
General.....	7,734,654.44	7,779,940.86
	\$146,824,844.53	\$ 145,466,761.76

BALANCE SHEET

Assets	Balance at Close of Year 1926	Liabilities	Balance at Close of Year 1926
Investment.....	\$ 53,232,901.16	Capital Stock.....	\$ 34,642,000.00
Current assets.....	34,463,908.56	Current liabilities.....	28,166,105.04
Deferred assets.....	431,986.87	Deferred liabilities.....	1,529,729.65
Unadjusted debits.....	1,958,554.85	Unadjusted credits.....	22,534,647.11
		Corporate surplus.....	3,214,869.64
Total.....	\$ 90,087,351.44	Total.....	\$ 90,087,351.44

Assets	Balance at Close of Year 1927	Liabilities	Balance at Close of Year 1927
Investment.....	\$ 55,107,278.25	Capital stock.....	\$ 34,642,000.00
Current assets.....	30,952,575.07	Current liabilities.....	25,212,913.10
Deferred assets.....	356,829.55	Deferred liabilities.....	838,128.63
Unadjusted debits.....	1,901,748.51	Unadjusted Credits.....	24,292,040.33
		Corporate surplus.....	3,333,349.32
Total.....	\$ 88,318,431.38	Total.....	\$ 88,318,431.38

EQUIPMENT OWNED

	1926	1927
Equipment Owned.....	\$ 27,616,550.00	\$ 28,938,213.73

SOUTHEASTERN EXPRESS COMPANY**OFFICERS—1927**

Title	Name	Official Address
President.....	J. E. Skaggs.....	Atlanta, Ga.
Vice-President.....	Saunders McDaniel.....	Atlanta, Ga.
Secretary and Treasurer.....	F. W. Woods.....	Atlanta, Ga.
General Counsel.....	Saunders McDaniel.....	Atlanta, Ga.
Auditor.....	J. E. O'Keeffe.....	Atlanta, Ga.
General Manager.....	W. F. Ferrell.....	Atlanta, Ga.
Traffic Manager.....	C. B. Williams.....	Atlanta, Ga.

DIRECTORS

H. C. Armstrong, Selma, Ala.; R. A. Brown, Birmingham, Ala.; Jos. L. Graham, Winston-Salem N. C.; Saunders McDaniel, Atlanta, Ga.; Robt. F. Maddox, Atlanta, Ga.; Z. C. Patten, Chattanooga Tenn.; J. E. Skaggs, Atlanta, Ga.

HISTORY

Organized 1920, under Laws of Alabama.

MILEAGE

	Entire System		N. C.	
	1926	1927	1926	1927
Steam roads.....	9,980.65	9,978.35	1,471.57	1,471.57
Electric lines.....	37.72	37.72	-----	-----
Indland steamboat lines.....	388.00	333.00	-----	-----
Total.....	10,406.37	10,349.07	1,471.37	1,471.57

OPERATING REVENUES

Account	1926	1927
TRANSPORTATION:		
Express—domestic.....	\$ 8,251,839.22	\$ 8,170,687.34
Miscellaneous.....	4,911.19	5,668.63
Total transportation.....	\$ 8,256,750.41	\$ 8,176,355.97
CONTRACT PAYMENTS:		
Express privileges—Dr.....	\$ 4,021,219.32	\$ 3,970,988.77
Revenue from transportation.....	\$ 4,235,531.09	\$ 4,205,367.20
OPERATIONS OTHER THAN TRANSPORTATION:		
Customs brokerage fees.....	\$ 62.65	\$ 70.76
Order and commission.....	3.86	.35
Rents of buildings and other property.....	3,840.32	5,278.50
Money orders.....	11,121.02	11,529.94
C. O. D. checks.....	102,997.28	110,484.40
Miscellaneous.....	2,795.98	9,152.37
Total operating revenue.....	\$ 4,356,352.20	\$ 4,341,883.52

OPERATING EXPENSES

Account	1926	1927
Maintenance.....	\$ 292,061.03	\$ 239,466.67
Traffic.....	62,037.66	77,064.36
Transportation.....	3,572,079.12	3,594,581.37
General.....	269,504.75	277,356.23
Total operating expenses.....	\$ 4,195,682.56	\$ 4,188,469.63

BALANCE SHEET

Assets	Balance at Close of Year 1926	Liabilities	Balance at Close of Year 1926
Investment.....	\$ 1,274,159.53	Capital stock.....	\$ 1,000,000.00
Current assets.....	1,485,921.10	Current liabilities.....	1,013,990.18
Unadjusted debits.....	24,435.75	Unadjusted credits.....	662,814.90
		Corporate surplus.....	107,711.30
Total.....	\$ 2,784,516.38	Total.....	\$ 2,784,516.38

Assets	Balance at Close of Year 1927	Liabilities	Balance at Close of Year 1927
Investment.....	\$ 1,219,244.74	Capital stock.....	\$ 1,000,000.00
Current assets.....	1,594,966.16	Current liabilities.....	984,620.23
Unadjusted debits.....	54,612.35	Unadjusted Credits.....	756,579.44
		Corporate surplus.....	127,623.58
Total.....	\$ 2,868,823.25	Total.....	\$ 2,868,823.25

EQUIPMENT OWNED

	1926	1927
Equipment owned.....	\$ 1,038,255.89	\$ 1,037,568.89

THE PULLMAN COMPANY**OFFICERS**

Title	Name	Official Address
President.....	E. F. Cary.....	Chicago, Ill.
Secretary.....	J. F. Kane.....	Chicago, Ill.
General Solicitor.....	Geo. A. Kelly.....	Chicago, Ill.
General Attorney.....	L. M. Greenlaw.....	Chicago, Ill.

PROPERTY OPERATED

	1926	1927
Total length of main lines of railroads over which its cars run (miles).....	178,118	182,961
Mileage in North Carolina.....	1,829.85	1,867.88

CAPITAL STOCK

	1926	1927
Capital stock.....	\$135,000,000.00	\$ 135,000,000.00

POSTAL TELEGRAPH CABLE COMPANY

OFFICERS

Title	Name	Official Address
President.....	Clarence H. Mackay.....	New York, N. Y.
Vice-President.....	Edward Reynolds.....	New York, N. Y.
Vice-President.....	William C. Daviet.....	New York, N. Y.
Vice-President.....	C. A. Comstock.....	New York, N. Y.
Treasurer.....	J. J. Cordona.....	New York, N. Y.
Asst. Treasurer.....	R. J. Hall.....	New York, N. Y.
Asst. Treasurer.....	C. R. Rimpo.....	New York, N. Y.
Asst. Treasurer.....	M. W. Blackmar.....	New York, N. Y.
Secretary.....	W. B. Dunn.....	New York, N. Y.

RECEIPTS IN NORTH CAROLINA

	1926	1927
Commercial telegraph tolls, interstate.....	\$ 199,212.99	\$ 195,855.02
Commercial telegraph tolls, intrastate.....	43,930.22	50,588.47
Government telegraph tolls, interstate.....	1,699.14	776.30
Government telegraph tolls, intrastate.....	3,854.63	1,273.56
Press telegraph tolls, interstate.....	2,192.73	5,377.32
Press telegraph tolls, intrastate.....	5,352.63	6,476.62
Other telegraph transmission revenue.....	2,021.08	-----
Stock and Commercial News.....	5,126.38	5,038.39
Money transfer tolls.....	2,281.80	2,667.48
Money transfer premiums.....	1,826.43	1,731.32
Messenger service.....	367.96	1,290.00
Telegraph tolls on cable messages.....	1,195.67	1,426.72
Telephone receipts, interstate.....	11,698.35	12,407.26
Telephone receipts, intrastate.....	19,466.30	17,921.14
Rents from other operated property.....	2,018.27	2,119.15
Rents from leased wires.....	-----	724.78
Land tolls on radio.....	34.83	41.16
Miscellaneous rent income.....	599.97	780.00
Total receipts.....	\$ 302,879.38	\$ 306,495.62

EXPENSES IN NORTH CAROLINA

	1926	1927
Testing and regulating.....	\$	\$ 114.00
Supervision of operations.....	56,914.55	57,390.69
Wages, operators.....	53,511.57	50,444.47
Wages, bookkeepers and clerks.....	29,629.72	29,213.66
Commission.....	6,303.08	4,952.71
Messenger service expenses.....	32,413.44	35,396.86
Telephone service.....	3,512.78	4,046.46
Rents of telegraph offices.....	32,619.59	35,597.46
Miscellaneous expenses.....	6,932.55	6,845.40
Stationery and printing.....	2,650.85	3,008.20
Operating power.....	1,784.15	2,035.95
Advertising.....	299.15	.....
Traffic damages.....	862.66	862.22
Workmen's compensation.....	.....	429.35
Law expenses connected with damages.....	361.60	607.93
Repairs of office equipment.....	989.02	1,469.47
General law expenses.....	133.02	124.31
Division cable bureaus.....	100.40	478.53
Minor rents for property.....	418.54	3,478.19
Salaries of general officers.....	1,581.23	1,649.75
Salaries of general office clerks.....	1,764.81	2,181.33
Supply store salaries and expense.....	1,030.26	640.39
Central Business Bureau.....	623.72	441.81
Development and research.....	182.41	171.51
Valuation expenses.....	321.48	258.89
Expenses of general officers and clerks.....	80.02	316.30
General stationery and printing.....	308.79	288.17
Other general office expenses.....	1,424.80	1,391.46
Plant supervision expenses.....	466.47	2,337.65
Supervision of maintenance.....	.....	14.21
Engineering expenses.....	1,343.11	2,302.95
Repairs of aerial plant.....	29,211.38	32,847.40
Telegraph and telephone development.....	28.10	18.03
Other operating expenses.....	3,987.11	.....
Surety account.....	114.85	39.11
Bad customers.....	2,548.69	1,825.17
Pension and relief.....	2,135.18	623.03
Motor vehicle expenses.....	.....	982.26
Repairs of underground plant.....	.....	275.90
Taxes.....	2,675.76	10,450.93
Total expenses.....	\$ 279,264.84	\$ 295,552.11

WESTERN UNION TELEGRAPH COMPANY

Organized April, 1851, under Laws of New York

PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	Newcomb Carlton.....	New York, N. Y.
Vice-President.....	G. W. E. Atkins.....	New York, N. Y.
Secretary.....	A. F. Burleigh.....	New York, N. Y.
Treasurer.....	G. K. Huntington.....	New York, N. Y.
General Auditor.....	H. W. Ladd.....	New York, N. Y.
General Solicitor.....	F. R. Stark.....	New York, N. Y.
General Attorney.....	R. H. Overbaugh.....	New York, N. Y.

PROPERTY OPERATED

	Entire System		North Carolina	
	1926	1927	1926	1927
Number of telegraph offices.....	24,688	24,765	488	505
Miles of pole lines.....	213,367	214,799	4,215	4,203
Miles of open wire.....	1,402,532	1,503,298	30,427	30,755
Miles of Cable.....	36,549	36,957	20	21
Miles of wire in cables.....	265,761	279,842	950	1,173

CAPITAL STOCK, ETC.

	1926	1927
Capital stock.....	\$ 99,786,530.41	\$ 99,787,706.91
Plant, equipment and real estate.....	263,663,670.43	273,342,357.79
Total assets.....	327,360,963.42	337,312,515.90
Surplus.....	71,404,042.19	78,528,581.89
Gross operating revenues.....	134,464,886.43	131,771,003.02

RECEIPTS IN NORTH CAROLINA

	1926	1927
INTRASTATE:		
Commercial telegraph tolls.....	\$ 406,882.77	\$ 388,987.13
Government telegraph tolls.....	126.48	185.65
Press telegraph tolls.....	23,414.46	19,792.06
Messenger service revenues.....	4,792.36	7,254.34
Money transfer premiums and tolls.....	20,844.80	20,050.17
Miscellaneous revenues.....	7,886.92	6,824.46
Total.....	\$ 463,947.79	\$ 443,093.81
INTERSTATE:		
Commercial telegraph tolls.....	\$ 1,284,673.69	\$ 1,214,638.97
Government telegraph tolls.....	404.49	572.31
Press telegraph tolls.....	10,217.71	11,966.15
Money transfer premiums and tolls.....	65,001.72	65,764.17
Stock and commercial news revenues.....	60,316.48	65,036.51
Time service revenues.....	18,507.89	16,994.76
Miscellaneous revenues.....	20,438.63	20,794.03
Totals.....	\$ 1,459,560.61	\$ 1,395,766.90
Grand totals.....	\$ 1,923,508.40	\$ 1,838,860.71

EXPENSES IN NORTH CAROLINA

	1926	1927
Conducting operations.....	\$ 1,283,188.31	\$ 1,233,453.51
Maintenance.....	443,480.09	425,083.45
General expense.....	65,806.08	64,355.72
Taxes.....	48,985.31	72,283.71
Totals.....	\$ 1,841,459.79	\$ 1,795,176.39

BLUE RIDGE POWER COMPANY

Incorporated 1915, under general laws of North Carolina.

The principal office is at Sparatanburg, S. C.

Officers, 1926: John A. Law, President, Sparatanburg, S. C.; J. P. Campbell, New York, Treasurer
O. A. Meyer, Manager, Hendersonville, N. C.

Electricity is furnished for lighting purposes to the following towns (retail); Hendersonville, N. C.; Campobello, N. C.; Duncan, N. C.; Spartanburg, S. C.; Gramlin, S. C.; Sigsbee, S. C.; New Prospect, S. C.; Lake Summit, N. C.; Tucapeau, S. C.; Converse, S. C.; Cherokee, S. C.; Mill Springs, N. C.; and Saluda, N. C. Electricity is furnished at wholesale to the following towns: Chesnee, S. C.; Greer, S. C. and Wellford, S. C.

BALANCE SHEET—1926

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1926	Title of Account	Balance at End of Year 1926
Property.....	\$ 4,457,348.75	Capital Stock.....	\$ 2,170,000.00
Treas. Securities.....	500,000.00	Funded Debt.....	1,900,000.00
Working Assets.....	35,790.40	Current liabilities.....	2,333,915.15
Current Assets.....	1,368,413.84	Accrued liabilities.....	44,180.88
Charges to future operations...	17,523.11	Reserves.....	116,000.61
		Profit and Loss (Deficit).....	185,020.54
Total.....	\$ 6,379,076.10	Total.....	\$ 6,379,076.10

OPERATING REVENUE AND EXPENSES—1926

Total operating revenue.....	\$ 660,469.15
Total operating expenses.....	403,859.20
Profit.....	\$ 256,609.95

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS
DURING YEAR**

Rated capacity in kilowatts of generators installed—hydraulic.....	10,804
Number of kilowatt hours generated during year—hydraulic.....	21,871,000
Number of kilowatt hours received from other companies.....	20,460,755
Total K.W.H. generated and received.....	42,331,755
K.W.H. used in station and station loss.....	214,090
K.W.H. delivered to transmission system.....	42,117,665
K.W.H. delivered distribution system (12—13).....	42,117,665

BROAD RIVER POWER COMPANY

Incorporated July 19, 1924, under the Laws of South Carolina.

The principal office is at Columbia, S. C.

Officers: (1927) W. S. Barstow, President, New York; Lucien H. Tyng, Vice President, New York; J. P. Campbell, Treasurer, New York; C. N. Wilson, Secretary, New York.

OPERATIONS IN NORTH CAROLINA

(For 7 months, ending July 31, 1927)

Electricity furnished for lighting purposes retail, in the following North Carolina towns: Hendersonville, Lake Summit, Mill Springs, Salyda, Tryon, Columbus, Tuxedo, Flat Rock.

OPERATIVE REVENUES AND EXPENSES—1927

Total operating revenues.....	\$ 161,557.71
Total operating expenses.....	14,024.12

STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

Rated capacity in kilowatts of generators installed—hydraulic.....	10,804
Number of kilowatt hours generated during year—hydraulic.....	15,546,100
Total K.W.H. generated and received.....	15,546,100
K.W.H. used in station and station loss.....	111,800
K.W.H. delivered distribution system.....	15,434,300

CAROLINA POWER AND LIGHT COMPANY

Incorporated April 6, 1926, under general laws of North Carolina.

The principal office is at 5 West Hargett Street, Raleigh, N. C.

Officers: (1927) S. Z. Mitchell, Chairman of Board, New York, N. Y.; B. S. Jerman, President, Raleigh, N. C.; Wm. Darbee, Vice-President, New York, N. Y.; P. A. Tillery, Vice-President, Raleigh, N. C.; E. W. Hill, Vice-President, New York, N. Y.; E. P. Summerson, Secretary, New York, N. Y.; H. L. Martin, Asst. Secretary, New York, N. Y.; A. C. Ray, Treasurer, New York, N. Y.; G. J. Hickman, Asst. Treasurer, New York, N. Y.; C. J. Curry, Asst. Secretary and Treasurer, Raleigh; B. M. Jones, Asst. Secretary and Treasurer, Asheville, N. C.

BALANCE SHEET—1927

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1927	Title of Account	Balance at End of Year 1927
Fixed Capital.....	\$68,770,129.07	Capital Stock.....	\$ 40,314,457.62
Cash.....	949,324.68	Capital Stock Subscribed.....	38,504.00
Notes and loans receivable.....	6,528,988.49	Long term debt.....	36,406,000.00
Accounts receivable.....	928,322.28	Accounts payable.....	1,196,384.06
Interest and dividends receivable.....	56,234.34	Consumers' deposits.....	208,427.81
Marketable Securities.....	1,400.00	Consumer's Ext. Dept.....	68,774.96
Material and supplies.....	1,208,860.97	Dividends declared.....	424,935.75
Prepayments.....	21,429.46	Miscellaneous current liabilities	13,341.39
Miscellaneous current assets.....	38,242.17	Taxes accrued.....	696,831.34
Subscribers to capital stock.....	40,527.73	Interest accrued.....	485,938.59
Investments in affiliated Companies.....	1.00	Miscellaneous accrued liabilities	4,806.82
Miscellaneous investments.....	304.00	Retirement reserve.....	2,431,115.16
Special deposits.....	314.00	Casualty and insurance reserve.	199,394.25
Unamortized debt expense.....	335,083.38	Contributions for extensions.....	73,213.31
Clearing or apportionment accts	22,420.46	Contingency reserve.....	174,062.30
Work in progress.....	9,367,164.72	Miscellaneous reserve.....	311,426.87
Miscellaneous suspense.....	70,946.97	Miscellaneous unadjusted credits.....	1,392.50
Reacquired securities—bonds.....	106,000.00	Profit and loss—surplus.....	5,417,874.9
Treasury securities—stock.....	21,158.00		
Total.....	\$88,466,851.72	Total.....	\$ 88,466,851.72

TOWNS AND CITIES SERVED WITH ELECTRICITY RETAIL

Aberdeen, Asheboro, Angier, Alma, Asheville, Arden, Biscoe, Bonlee, Buie's Creek, Bishopville, S. C., Beaverdam, Biltmore, Brickton, Black Mountain, Bynum, Bladenboro, Cameron, Candor, Caribonton, Carthage, Cary, Clinton, Community, Coats, Cheraw, S. C., Chesterfield, S. C., Candler, Chunn's Grove, Canton, Clyde, Craggy, Carter's Crossing, S. C., Dunn, Darlington, S. C., Dillon, S. C., Ellerbee, Ether, Emma, Elliott, S. C., Franklinton, Franklinville, Four Oaks, Fuquay Springs, Florence, S. C., Fletcher, Fairview, Goldsboro, Goldston, Gulf, Grace, Garner, Hamp, Henderson, Holly Springs, Hartsville, S. C., Hot Springs, Haywood, Hazelwood, Inanda, Jackson Springs, Jonesboro, Jefferson, Kenly, Kenilworth, Lakeview, Liberty, Lillington, Latta, S. C., Lilesville, Leicester, S. C., Littleton, Lamar, S. C., Lynchburg, S. C., Manly, Moncure, Mt. Gilead, Mt. Olive, Mt. Vernon, Micro, Maxton, Marion, S. C., Mullins, S. C., Morven, McColl, S. C., Mt. Crogan, S. C., Macon, Mayesville, Niagara, Norlina, Oxford, Olanta, S. C., Pinebluff, Line Level, Pittsboro, Princeton, Pageland, S. C., Raeford, Raleigh, Ramseur, Roxboro, Roseboro, Rockingham, Rowland, Ruby, Sanford, Siler City, Southern Pines, Staley, Star, Salemburg, So. Biltmore, Skyland, Sumter, S. C., Spruce Pine, Troy, Tatum, S. C., Timmons ville, S. C., Vass, Varina, Vaughan, Wendell, Wadesboro, Woolsey, Weaverville, Woodfin, Warrenton, Zebulon.

TOWNS AND CITIES SERVED WITH ELECTRICITY WHOLESALE

Apex, Benson, Brickhaven, Cedar Falls, Central Falls, Clayton, Cumberland, Cumnock, Colon, Camden, Erwin, Falls Neuse, Gayetteville, Tremont, Hope Mills, Kollock, S. C., LaGrange, Longhurst, Lumberton, Laurinburg, Marshall, Overhills, Pikeville, Pinehurst, Pee Dee, Selma, Smithfield, St. Pauls, Wake Forest, Worthville, Waynesville, Youngsville, Laurel Hill.

Town and Cities served with Gas: Raleigh, Durham, Asheville.

Cities in which Street Railways are Operated: Raleigh, Asheville.

OPERATING REVENUE AND EXPENSES—ELECTRIC DEPARTMENT

	1926	1927
Raleigh Division		
Total operating revenue.....	\$ 1,159,641.85	\$ 933,079.60
Total operating expenses.....	788,116.66	461,132.67
Henderson Division		
Total operating revenue.....	358,547.26	414,085.49
Total operating expenses.....	188,621.57	219,179.24
Oxford Division		
Total operating revenue.....	79,843.15	86,823.77
Total operating expenses.....	41,684.57	41,389.41
Fayetteville Division		
Total operating revenue.....	340,036.07	371,604.30
Total operating expenses.....	169,834.16	187,457.77
Sanford Division		
Total operating revenue.....	177,045.59	194,931.52
Total operating expenses.....	82,977.62	98,293.06
Goldsboro Division		
Total operating revenue.....	299,634.56	217,543.03
Total operating expenses.....	135,573.01	140,187.53
Selma Division		
Total operating revenue.....	152,625.59	173,925.37
Total operating expenses.....	76,467.90	82,492.77
Roxboro Division		
Total operating revenue.....	127,108.67	136,162.77
Total operating expenses.....	69,257.19	73,952.38
Dunn Division		
Total operating revenue.....	266,868.06	292,102.32
Total operating expenses.....	134,813.16	151,923.93
Clinton Division		
Total operating revenue.....	51,027.82	61,100.98
Total operating expenses.....	24,311.01	30,889.24
Mt. Olive Division		
Total operative revenue.....	31,966.91	33,184.13
Total operating expenses.....	13,594.86	14,624.51
Wendell—Zebulon Division		
Total operating revenue.....	37,050.96	60,631.64
Total operating expenses.....	18,293.69	27,825.72
Asheboro Division		
Total operating revenue.....	100,164.27	127,383.86
Total operating expenses.....	54,101.26	67,952.32
Southern Lines Division		
Total operating revenue.....	154,048.81	168,470.54
Total operating expenses.....	72,041.63	77,401.12

OPERATING REVENUE Continued

	1926	1927
Siler City Division		
Total operating revenue.....	\$ 66,258.77	\$ 76,377.33
Total operating expenses.....	32,337.24	36,074.06
Troy Division		
Total operating revenue.....	131,695.52	179,460.48
Total operating expenses.....	59,153.52	90,234.95
Raleigh—Durham Division		
Total operating revenue.....	59,710.63	
Total operating expenses.....	32,967.17	
Hamlet Division		
Total operating revenue.....	126,247.21	124,807.98
Total operating expenses.....	57,461.95	61,985.42
Rockingham Division		
Total operating revenue.....	260,155.22	431,084.89
Total operating expenses.....	165,907.23	234,875.23
Wadesboro Division		
Total operating revenue.....	154,293.07	167,526.32
Total operating expenses.....	66,871.71	84,462.78
Lumberton Division		
Total operating revenue.....	99,770.91	124,345.58
Total operating expenses.....	47,263.14	69,809.77
Waxton Division		
Total operating revenue.....	152,396.55	239,241.31
Total operating expenses.....	73,779.40	134,657.77
Laurinburg Division		
Total operating revenue.....	194,023.73	231,609.04
Total operating expenses.....	86,490.22	116,443.75
Asheville Division		
Total operating revenue.....	1,336,183.10	1,462,072.97
Total operating expenses.....	619,126.30	720,059.06
Rocky Mount Division		
Total operating revenue.....	5,568.42	22,464.85
Total operating expenses.....	2,932.23	14,186.20
Marion Division		
Total operating revenue.....	117,633.17	130,015.62
Total operating expenses.....	54,506.61	65,406.36
Bishopville Division		
Total operating revenue.....	57,101.06	75,789.15
Total operating expenses.....	26,205.45	36,651.15
Cheraw Division		
Total operating revenue.....	168,221.21	179,306.00
Total operating expenses.....	69,496.68	80,534.82

OPERATING REVENUE—Continued

	1926	1927
Camden Division		
Total operating revenue.....	\$ 115,382.26	\$ 123,006.06
Total operating expenses.....	50,686.71	64,818.01
Darlington Division		
Total operating revenue.....	83,223.55	94,779.09
Total operating expenses.....	38,056.88	55,551.78
Dillion Division		
Total operating revenue.....	77,630.51	119,516.24
Total operating expenses.....	35,063.13	58,982.98
Florence Division		
Total operating revenue.....	262,009.59	260,554.69
Total operating expenses.....	108,313.53	118,089.26
Sumter Division		
Total operating revenue.....	19,841.94	173,596.49
Total operating expenses.....	12,068.76	100,338.65
Hartsville Division		
Total operating revenue.....	204,830.01	216,714.03
Total operating expenses.....	100,190.25	121,817.87

OPERATING REVENUE AND EXPENSES STREET RAILWAY DEPARTMENT

	1926	1927
Raleigh		
Total operating revenue.....	\$ 194,285.20	\$ 177,899.75
Total operating expenses.....	144,592.20	146,537.29
Asheville		
Total operating revenue.....	382,786.66	343,395.36
Total operating expenses.....	249,105.23	243,483.16

OPERATING REVENUE AND EXPENSES—GAS DEPARTMENT

	1926	1927
Raleigh		
Total operating revenue.....	\$ 245,796.21	\$ 261,680.14
Total operating expenses.....	175,332.77	195,650.83
Durham Division		
Total operating revenue.....	139,533.70	149,977.74
Total operating expenses.....	99,558.88	105,792.98
Asheville		
Total operating revenue.....	154,804.54	154,572.11
Total operating expenses.....	105,256.92	111,391.94

**STATISTICS OF ELECTRIC PLANTS AT END OF YEAR AND OPERATIONS
DURING YEAR—(All Plants)**

	1926	1927
Rated capacity in kilowatts of generators installed—steam.....	52,310	46,750
Rated capacity in kilowatts of generators installed—hydraulic.....	36,300	36,300
Number of hours plant was operated during year.....	-----	8,760
Number of kilowatt hours generated during year—steam.....	189,972,096	150,758,000
Number of kilowatt hours generated during year—hydraulic.....	127,833,100	144,481,000
Average number of kilowatt hours generated per hour in operation.....	-----	33,700
Maximum peak load on plant during year, in kilowatts.....	64,000	81,000
Average load factor on plant during year.....	51.2	41.6
Number of kilowatt hours received from other companies.....	108,594,474	131,186,000
Total K. W. H. generated and received (44+5+9).....	426,399,670	426,426,000
K.W.H. delivered to transmission system (10—11).....	426,399,670	426,426,000
Transmission used by company.....	4,229,972	6,485,406
K.W.H. lost in distribution and otherwise unaccounted for.....	100,124,035	743,167,17
Per cent distribution loss and otherwise unaccounted for (16÷15).....	23.4	17.4
K.W.H. delivered at consumers' premises—sales (15—16).....	322,045,663	345,623,877

**GAS PROPERTY STATISTICS AT END OF YEAR AND OPERATIONS DURING YEAR
Durham Gas Plant**

	1926	1927
Type of gas-making apparatus.....	Coal & water.	
Number of Coal gas benches.....	5	5
Total rated generating capacity (M.C.F. per day).....	250	250
Number of water gas sets.....	1	1
Total rated generating capacity (M.C.F. per day).....	750	750
Total plant generating capacity (M.C.F.) per day.....	1000	1000
Total holder capacity (M.C.F.).....	190	190
Total rated steam boiler capacity (H.P.).....	40	40
Annual production coal gas (M.C.F.).....	60,564.4	653,54.9
Annual production water gas (M.C.F.).....	31,501.5	31,077.3
Total gas manufactured, all kinds, (M.C.F.).....	92,065.9	96,432.2
Total gas delivered to mains (M.C.F.).....	92,065.9	96,437.2
Total gas sales to consumers (M.C.F.).....	77,651.2	81,185
Total gas used by company (M.C.F.).....	313.5	372.1
Total gas unaccounted for (M.C.F.).....	14,101.2	14,880.1
Percent unaccounted for (M.C.F.).....	15.3	15.4
Tons coal carbonized during year.....	5,250.9	5,664.8
Gallons of gas oil used during year.....	9,7417.	101,799
By-products made:		
Coke (tons).....	3,421.6	3,678.
Tar (gallons).....	62,705	69,613.
Average yield during year per lb. coal carbonized (Cub. ft.).....	5.78	5.77
Average gallons of oil used per M.C.F. of gas manufactured.....	3.09	3.28
Average calorific value of gas (B.T.U.).....	536	538
Average cost of coal delivered per ton.....	\$5.38	\$5.45
Average cost of gas oil used per gallon.....	\$0.072	\$0.0716
Total miles of gas mains.....	47.6	53.6
Average pressure at consumer's meter (inches).....	-----	4
Maximum pressure at consumer's meter (inches).....	5	5
Minimum pressure at consumer's meter (inches).....	3	3
Maximum day (24 hrs.) send-out during year M.C.F.....	342.1	371
Total number regular meter customers.....	1858	2062
Total number prepaid meter customers.....	491	443
Total number all customers.....	2349	2505

GAS PROPERTY STATISTICS AT END OF YEAR AND OPERATIONS DURING YEAR
Raleigh Gas Plant

	1926	1927
Type of gas-making apparatus.....	Coal & water.	
Number of gas benches.....	8	8
Total rated generating capacity (M.C.F. per day).....	560	560
Number of water gas sets.....	1	1
Total rated generating capacity (M.C.F. per day).....	160	160
Total plant generating capacity (M.C.F. per day).....	720	720
Total holder capacity (M.C.F.).....	250	250
Rated steam boiler capacity (H.P.).....	150	150
Annual production coal gas (M.C.F.).....	127,969	134,525
Annual production water gas (M.C.F.).....	49,839	52,867
Total gas manufactured all kinds (M.C.F.).....	177,808	187,392
Total gas delivered to mains (M.C.F.).....	177,760	187,381.
Total gas sales to consumers (M.C.F.).....	136,835.3	143,943
Total gas used by company (M.C.F.).....	633.7	754.6
Total gas unaccounted for (M.C.F.).....	40,291	42,684.2
Per cent unaccounted for (M.C.F.).....	22.7	22.8
Total of coal carbonized during year (tons).....	11,275.5	11,536.9
Gallons of gas oil used in during year (gallons).....	167,434	185,410
By-products made:		
Coke (tons).....	7,440.4	7,157.4
Tar (gallons).....	161,460	156,559
Average yield during year per lb. coal carbonized (cubic feet).....	5.68	5.83
Average gallons of oil used per M.C.F. of gas manufactured (gallons).....	3.36	3.51
Average calorific value of gas (B.T.U.).....	536	540
Average cost of coal delivered per ton (2000 lbs.).....	\$5.54	\$5.49
Average cost of gas oil used per gallon.....	\$0.073	\$0.0741
Total miles of gas mains.....	69.6	73.9
Average pressure at consumers meters (inches).....	-----	7
Minimum ppressure at consumer's meters (inches).....	9	9
Minimum pressure at consumer's meters (inches).....	2	6
Maximum (24 hours) send-out during year (M.C.F.).....	662	731
Total number regular meter customers.....	3,519	3,872
Total number prepaid customers.....	97	72
Total number all customers.....	3,616	3,944

GAS PROPERTY STATISTICS AT END OF YEAR AND OPERATIONS DURING YEAR
Asheville

	1926	1927
Type of gas-making apparatus	Coal Gas	
Number of coal benches.....	4	
Total rated generating capacity (M.C.F.) per day.....	350	
Number of water gas sets.....	0	
Total rated generating capacity.....	0	
Total plant generating capacity (M.C.F.) per day.....	250	
Total holder capacity (M.C.F.).....	300	
Annual production Coal gas (M.C.F.).....	94,197	
Total gas manufactured, all kinds (M.C.F.).....	94,197	
Total gas delivered to mains (M.C.F.).....	94,105	
Total gas sales to consumers (M.C.F.).....	85,681	
Total gas used by company (M.C.F.).....	233	
Total gas unaccounted for (M.C.F.).....	8,191	
Per cent unaccounted for (M.C.F.).....	8.7	
Tons of coal carbonized during year.....	8,283	
By-products made:		
Coke.....	5,387	
Tar.....	82,830	
Average yield during year per lb. coal carbonized (cubic feet).....	5.68	
Average calorific value of gas (B.T.U.).....	551	
Average cost of coal delivered per ton (2000 lbs.).....	\$4.35	
Total miles of gas mains.....	38.3	
Average pressure in main's (inches).....		
Maximum pressure in main's (inches).....	8	
Minimum pressure in Main's (inches).....	3	
Maximum day (24 hrs.) send-out during year (M.C.F.).....	304	
Total number regular meter customers.....	2,526	
Total number prepaid meter customers.....	0	
Total number all customers.....	2,526	

STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION
DURING YEAR

Raleigh

	1926	1927
Total A.C. kilowatt hours delivered to railway feeders during year (K.W.H.).....	1,593,400	1,570,503
Maximum 2-minute peak or demand on railway feeders during year (K.W.).....	560	560
Number of rotary converters and motor-generator sets.....	2	2
Rated K.W. capacity.....	1,000	1,000
Number of hours railway operated during year.....	6,570	6,570
Total number of revenue passengers carried during year.....	2,581,890	2,386,605
Average number of cars operated.....	16	16
Total car hours operated during year.....	95,085	95,18
Total car miles operated during year.....	644,138	639,490
Number of passenger cars owned (motor).....	32	32
Number of passenger cars owned (trail).....	0	0
Number of freight and express cars owned.....	2	2
Total all cars owned.....	34	34
Miles of first main track (route miles).....	11.61	11.61
Miles of second main track (miles of double track).....	2.37	2.37
Miles of sidings, crossovers, car-house and storage track.....	.48	.48
Total track mileage.....	14.46	14.46
Miles of single track paved by railway company.....	6.15	6.15
Miles of double track paved by railway company.....	1.93	1 93

STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION
DURING YEAR

Asheville

	1926	1927
Total A.C. kilowatt hours delivered to railway feeders during year (K.W.H.).....	2,327,000	2,622,679
Maximum 2-minute peak or demand on railway feeders during year (K.W.).....	1300	1300
Number of rotary converters and motor-generator sets.....	4	4
Rated K.W. capacity.....	1,400	1,400
Number of hours railway operated during year.....	6,570	6,570
Total number of revenue passengers carried during year.....	6,336,075	5,695,758
Average number of cars operated.....	26	31
Total car hours operated during year.....	133,535	142,073
Total car miles operated during year.....	1,136,115	1,220,689
Number of passenger cars owned (motor).....	35	36
Number of passenger cars owned (trail).....	0	0
Number of freight and express cars owned.....	8	8
Total all cars owned.....	43	44
Miles of first main track (route miles).....	16.88	17.29
Miles of second main track (miles of double track).....	1.95	2.20
Miles of sidings, crossovers, car-house and storage track.....	1.30	1.30
Total track mileage.....	20.13	20.79
Miles of single track paved by railway company.....	14.50	14.50
Miles of double track paved by railway company.....	1.35	1.35

CAROLINA GAS AND ELECTRIC COMPANY**HISTORY**

Incorporated June 2, 1927, under Laws of North Carolina.

Principal office: Kinston, N. C.

Officers: (1927) President, R. A. Blackwood, Kinston; Vice-President, H. A. Clark, New York; Secretary, S. C. Bragaw, Washington, N. C.; Treasurer, E. W. Freeman, New York.

TOWNS AND CITIES SERVED WITH ELECTRICITY

Pallocksville, Trenton, Jacksonville, Bridgeton, Arapahoe, Bayboro, Oriental, Grifton, Pink Hill, Deep Run, Maysville, Belgrade, James City, Grantsboro, Alliance.

TOWNS AND CITIES SERVED WITH GAS

Greenville, Washington, New Bern, Goldsboro, Kinston, Fayetteville.

**OPERATING REVENUE AND EXPENSES—ELECTRIC
NEW BERN**

	1927
Total operating revenue.....	35,331.21
Total operating expenses.....	34,656.30

KINSTON

Total operating revenue.....	11,690.01
Total operating expenses.....	9,060.66

**OPERATING REVENUE AND EXPENSES—GAS
FAYETTEVILLE GAS PLANT**

Total operating revenue.....	44,713.54
Total operating expenses.....	36,287.01

KINSTON GAS PLANT

Total operating revenue.....	32,892.93
Total operating expenses.....	26,314.17

GOLDSBORO GAS PLANT

Total operating revenue.....	62,122.82
Total operating expenses.....	40,680.73

NEW BERN GAS PLANT

Total operating revenue.....	40,651.74
Total operating expenses.....	32,602.71

WASHINGTON GAS PLANT

Total operating revenue.....	38,997.23
Total operating expenses.....	27,361.41

GREENVILLE GAS PLANT

Total operating revenue.....	19,016.54
Total operating expenses.....	17,332.10

**STATISTICS OF ELECTRIC PLANTS AT END OF YEAR AND OPERATIONS
DURING YEAR—(All Plants)**

	1927
Rated capacity in kilowatts of generators installed—steam.....	70
Number of kilowatt hours generated during year—steam (Combustion engine).....	3,482
Number of kilowatt hours received from other companies.....	923,826
Total K.W.H. generated and received.....	927,308
K.W.H. delivered to transmission system.....	927,308
K.W.H. loss in transmission and transformation.....	380,882
Per cent transmission and transformation.....	43
K.W.H. delivered distribution system.....	546,426
K.W.H. delivered at consumers' premises—sales.....	546,426
Total number of customers.....	1,005

**STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS
DURING YEAR —(All Plants)**

	1927
Types of gas-making apparatus.....	Water
Number of water gas sets.....	10
Total rated generating capacity (M.C.F. per day).....	2,150
Total plant generating capacity (M.C.F. per day).....	1,650
Total holder capacity (M.C.F.).....	530
Total rated steam boiler capacity (H.P.).....	650
Annual production water gas.....	137,919
Total gas manufactured, all kinds (M.C.F.).....	137,919.0
Total gas delivered to mains (M.C.F.).....	137,919.0
Total gas sales to consumers (M.C.F.).....	103,433.8
Total gas used by company (M.C.F.).....	1,432.5
Total gas unaccounted for (M.C.F.).....	33,052.71
Per cent unaccounted for (M.C.F.).....	24
Gallons of gas oil used during year (gallons).....	422,714
By-products made:	
Tar (Gallons).....	1,015
Average gallons of oil used per M.C.F. of gas manufactured (gallons).....	3.1
Average calorific value of gas (B.T.U.).....	553
Average cost of coal delivered per ton (2000 lbs.).....	\$5.00
Average cost of coke delivered per ton (2000 lbs.).....	\$8.00
Average cost of gas oil used per gallon.....	\$0.07
Total miles of gas mains (miles).....	88
Average pressure at consumers' meters.....	4
Maximum pressure at consumers' meters (inches).....	5
Minimum pressure at consumers' meters (inches).....	3.5
Maximum day (24 hours) send-out during year (M.C.F.).....	106
Total number regular meter customers.....	3,119
Total number prepaid meter customers.....	666
Total number all customers.....	3,785

CONCORD AND KANNAPOLIS GAS COMPANY

Incorporated 1917, under general Laws of North Carolina.

Principal office: Concord.

Officers: (1927) A. E. Pierce, President, Chicago; R. L. Aagee, Vice-President, Chicago; Geo. R. Horning, Vice-President, Chicago; W. S. McCollough, Treasurer, Chicago; W. W. Winter, Asst. Treasurer, Chicago; W. M. McFarland, Secretary, Chicago.

Towns and Cities served with gas: Concord and Kannapolis.

BALANCE SHEET—1927

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1927	Title of Account	Balance at End of Year 1927
Fixed capital.....	\$ 225,127.63	Capital stock.....	\$ 150,000.00
Cash.....	4,165.48	Accounts payable.....	3,170.02
Accounts receivable.....	11,492.49	Consumers deposits.....	79.00
Material and supplies.....	9,051.59	Taxes accrued.....	1,325.00
Prepayments.....	1,010.05	Miscellaneous accrued liabilities	31.24
Investments in affiliated Com- panies.....	138.47	Advances from affiliated Com- panies.....	272.75
Miscellaneous expense.....	689.63	Retirement reserve.....	65,587.45
		Miscellaneous reserve.....	989.23
		Profit and loss—surplus.....	30,220.65
Total.....	\$ 251,675.34	Total.....	\$ 251,675.34

OPERATING REVENUE AND EXPENSES

	1926	1927
Total operating revenue	\$ 50,347.84	\$ 55,839.21
Total operating expenses.....	33,615.19	32,241.59

**STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS
DURING YEAR**

	1926	1927
Types of gas-making apparatus	Coal, water and gas.	
Number of coal gas benches.....	2	2
Total rated generating capacity (M.C.F. per day).....	120	120
Number of water gas sets.....	1	1
Total rated generating capacity (M.C.F. per day).....	100	200
Total plant generating capacity (M.C.F. per day).....	220	320
Total holder capacity (M.C.F.).....	55	70
Total rated steam boiler capacity (H.P.).....	60	60
Total gas manufactured, all kinds (M.C.F.).....	27,015.4	29,085
Total gas delivered to mains (M.C.F.).....	26,949.7	29,016
Total gas sales to consumers (M.C.F.).....	22,072.5	24,353
Total gas used by company (M.C.F.).....	478.9	355
Total gas unaccounted for (M.C.F.).....	4,398.3	4,407
Per cent unaccounted for (M.C.F.).....	16	15.1
Tons of coal carbonized during year (tons).....	2,150	2,262
Gallons of gas oil used during year (gallons).....	194	1,339
By-products made:		
Coke (ton).....	1,397	1,470
Tar (gallons).....	21,500	22,615
Average yield during year per pound of coal carbonized (cubic feet)....	6	6.35
Average gallons of oil used per M.C.F. of gas manufactured (gallons)...	3.5	3.3
Average calorific value of gas (B.T.U.).....	540	540
Average cost of coal delivered per ton (2000 lbs.).....	\$5.37	\$5.37
Average cost of gas oil used per gallon (cents).....	\$0.08	\$0.0825
Total miles of gas mains (miles).....	30	30
Average pressure at consumers' meters (lbs.).....	5	5
Maximum pressure at consumers' meters (lbs.).....	6	7
Minimum pressure at consumers' meters (lbs.).....	4	3
Maximum day (24 hours) send-out during year (M.C.F.).....	98,000	104
Total number regular meter customers.....	788	851
Total number prepaid meter customers.....	230	140
Total number all customers.....	1,018	991

DUKE POWER COMPANY

(Report for one month, ending December 31, 1927)

Incorporated April, 1917, under the General Laws of New Jersey.

Main office: Charlotte, N. C.

Officers: President, G. G. Allen, New York; Secretary and Treasurer, W. C. Parker, New York; Vice-President, B. N. Duke, New York; Vice-President, W. R. Perkins, New York; Vice-President, W. S. Lee, Charlotte, N. C.; Vice-President, N. A. Cocke, Charlotte, N. C.; Vice-President, C. I. Burkholder, Charlotte, N. C.

Towns and Cities served with electricity, wholesale:

Albemarle, Benton Heights, Boiling Springs, Cherryville, Concord, Cornelius, Catawba, Dallas, Davidson, Ellenboro, Forest City, Gastonia, Huntersville, Kings Mountain, Landis, Lexington, Lattimore, Maiden, Mooresville, Monroe, Mooresboro, Mocksville, Newton, Rutherfordton, Shelby, Statesville, Waxhaw, Abbeville, S. C., Clinton, S. C., Due West, S. C., Easley, S. C., Greenwood, S. C., Greer, S. C., Honea Path, S. C., Newberry, S. C., Ninety Six, S. C., Prosperity S. C., Pickens, S. C., Rock Hill, S. C., Seneca, S. C., Westminster, S. C.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at Close of Year 1927	Title of Account	Balance at Close of Year 1927
Fixed capital.....	\$106,274,560.79	Capital stock.....	\$ 90,989,036.00
Cash.....	552,032.90	Long term debt.....	47,987,000.00
Notes receivable.....	223,816.11	Notes payable.....	5,998,662.81
Accounts receivable.....	28,457,663.53	Dividends declared.....	905,408.00
Interest and dividends receivable.....	182,979.42	Taxes accrued.....	1,189,166.47
Material and supplies.....	1,265,124.31	Interest accrued.....	201,307.15
Prepayments.....	39,813.06	Advances from affiliated companies.....	2,616,751.29
Investments in affiliated companies.....	24,400,031.00	Retirement reserve.....	8,444,040.55
Miscellaneous investments.....	130,362.00	Casualty and insurance reserve	302,147.93
Sinking funds.....	15,442.36	Miscellaneous unadjusted credits.....	8,322.77
Unamortized debt expense.....	1,995,828.55	Profit and loss—surplus.....	4,727,433.58
Treasury securities—stock.....	669,552.50		
Total.....	\$164,207,206.53	Total.....	\$164,207,206.53

OPERATING REVENUES AND EXPENSES

Total operating revenue.....	\$1,470,506.66
Total operating expenses.....	629,924.08

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS
DURING YEAR**

Rated capacity in kilowatts of generators installed—steam.....	174,600
Rated capacity in kilowatts of generators installed—hydraulic.....	439,978
Number of hours plant was operated during year.....	11,167
Number of kilowatt hours generated during year—steam.....	12,148,600
Number of kilowatt hours generated during year—hydraulic.....	124,095,260
Average number of kilowatt hours generated per hour in operation.....	12,200
Number of kilowatt hours received from other companies.....	3,877,564
Total K.W.H. generated and received (4+5+9).....	140,121,42
K.W.H. used in station and station loss.....	2,744,938
K.W.H. delivered to transmission system (10—11).....	137,376,46
K.W.H. loss in transmission and transformation.....	11,359,596
Per cent transmission and transformation (loss 13÷12).....	8.76
K.W.H. delivered at consumers' premises—sales (15—16).....	126,016,890
K.W.H. delivered transmission system by steam plant.....	11,023,700
Pounds of coal consumed (including banking) in producing above power.....	24,989,198
Average number of pounds of coal consumed per K. W.H. delivered to transmission system (20÷19).....	2.3
B.T.U. per pound of coal.....	13,500
Rated capacity in horsepower of boilers installed.....	15,764

DURHAM PUBLIC SERVICE COMPANY

Incorporated February 1, 1901.

Main office: Durham, N. C.

Officers: Vice-President and General Manager, R. L. Lindsey, Durham; Secretary and Treasurer A. W. Grady, Durham.

Electricity retailed in Durham and Creedmoor.

Electricity wholesaled for resale in Durham.

Street Railway operated in Durham.

BALANCE SHEET—1927

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1927	Title of Account	Balance at End of Year 1927
Fixed capital.....	\$ 2,796,043.95	Capital stock.....	\$ 600,000.00
Cash.....	14,813.08	Long term debt.....	1,900,000.00
Notes receivable.....	14,595.57	Notes payable.....	74,514.00
Accounts receivable.....	324,829.16	Accounts payable.....	159,484.12
Interest and dividends receivable.....	486.58	Consumers deposits.....	48,943.93
Material and supplies.....	108,669.53	Matured undelivered securities.....	80.10
Prepayments.....	43,084.81	Miscellaneous current liabilities.....	10,773.80
Miscellaneous current assets.....	846.75	Taxes accrued.....	15,727.39
Investments in affiliated companies.....	500.00	Interest accrued.....	33,176.75
Miscellaneous investments.....	5,001.00	Miscellaneous accrued liabilities.....	140.68
Unamortized debt expense.....	191,551.31	Retirement reserve.....	268,375.94
Treasury securities-stock.....	14,103.49	Miscellaneous reserves.....	76,779.75
		Profit and loss-surplus.....	326,528.77
Total.....	\$ 3,514,525.23	Total.....	\$ 3,514,525.23

OPERATING REVENUES AND EXPENSES

	1926	1927
Total operating revenue.....	\$1,185,150.66	\$1,397,987.71
Total operating expenses.....	906,035.38	1,061,177.05

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS
DURING YEAR**

	1926	1927
Rated capacity in kilowatts of generators installed—steam (K.W.)....	3,100	31,000
Number of kilowatt hours generated during year—steam.....		160,000
Number of kilowatt hours received from other companies.....	15,474,000	16,834,000
Total K.W.H. generated and received.....	15,474,000	16,994,000
K.W.H. used in station and station loss.....	28,200	23,555
K.W.H. delivered to transmission system.....	15,445,800	16,970,445
K.W.H. loss in transmission and transformation.....	653,900	840,600
Per cent transmission and transformation (loss).....	4.2	4.9
K.W.H. delivered distribution system.....	14,791,900	16,129,845
K.W.H. lost in distribution and otherwise unaccounted for.....	1,153,292	1,435,497
Per cent distribution loss and otherwise unaccounted for.....	7.8	8.8
K.W.H. delivered at consumers' premises—sales.....	11,229,454	12,508,576
Working pressure of steam in boilers.....	190	190
Rated capacity in horsepower of boilers installed.....	1,724	1,724

**STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION
DURING YEAR**

	1926	1927
Total D.C. kilowatt hours delivered to railway feeders during year (K.W.H.).....	1,076,389	818,415
Maximum 2-minute peak or demand on railway feeders during year (K.W.).....	450	-----
Number of rotary converters and motor-generator sets.....	2	2
Rated K.W. capacity.....	500	500
Number of hours railway operated during year.....	47,964	40,808
Number of hours Busses operated during year.....	48,733	71,775
Total number of revenue passengers carried during year.....	2,401,432	2,603,056
Average number of cars operated, Railway.....	9	6
Average number of Busses operated.....	6	9
Total car hours operated during year, Railway.....	47,964	40,808
Total car hours operated during year, Busses.....	48,733	71,775
Total car miles operated during year, Railway.....	438,231	305,143
Total car miles operated during year, Busses.....	487,789	648,883
Number of passenger cars owned (motor).....	21	19
Number of passenger cars owned (trail).....	17	17
Number of freight and express cars owned.....	1	1
Total all cars owned.....	39	37
Miles of first main track (route miles).....	7.57	5.67
Total track mileage.....	7.57	5.67
Miles of single track paved by railway company.....	7.40	7.40
Miles of double track paved by railway company.....	2.12	2.12

ELIZABETH AND SUBURBAN GAS COMPANY

Incorporated May 23, 1927.

Main office: Elizabeth City, N. C.

Officers: President, N. H. Gilbert, Philadelphia; Vice-President, M. T. Cooke, Jr., Philadelphia;
 Secretary and Treasurer, M. W. Arnett, Jr., Philadelphia; General Manager, Z. C. Wagoner, Elizabeth
 City.

Gas plant operated in Elizabeth City.

BALANCE SHEET—1927

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1926	Title of Account	Balance at End of Year 1927
Cash-----	\$ 734.20	Notes payable-----	\$ 2,408.41
Accounts receivable-----	8,660.53	Accounts payable-----	3,286.5
Inventories-----	9,980.01	Meter deposits-----	95.00
Land-----	1,995.00	Bond issue-----	80,000.00
Buildings-----	4,675.00	No par stock-----	73,971.48
Holders-----	9,700.00	Reserve for retirement-----	15,598.52
Miscellaneous equipment-----	23,687.00		
Mains-----	55,897.78		
Services-----	44,950.00		
Construction expense-----	14,180.47		
Shop and equipment-----	500.00		
Office equipment-----	400.00		
Total-----	\$ 175,359.99	Total-----	\$ 175,359.99

OPERATING REVENUE AND EXPENSES—1927

Total operating revenue-----	\$21,617.89
Total operating expenses-----	18,275.76

**STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS
DURING YEAR**

	1927
Types of gas-making apparatus.....	Water
Number of water gas sets.....	1
Total rated generating capacity (M.C.F. per day).....	150,000
Total holder capacity (M.C.F.).....	30
Total rated steam boiler capacity (H.P.).....	80
Annual production water gas (M.C.F.).....	9,058
Total gas manufactured, all kinds (M.C.F.).....	9,058
Total gas delivered to mains (M.C.F.).....	9,058
Total gas sales to consumers (M.C.F.).....	8,552.2
Total gas used by company (M.C.F.).....	168
Total gas unaccounted for (M.C.F.).....	337.8
Per cent unaccounted for (M.C.F.).....	3.7
Gallons of gas oil used during year (gallons).....	21,671
Average gallons of oil used per M.C.F. of gas manufactured (gallons).....	239
Average calorific value of gas (B.T.U.).....	540
Average cost of coal delivered per ton (2000 lbs.), generator coal.....	\$5.77
Average cost of coal delivered per ton (2000 lbs.), steam coal.....	\$5.18
Average cost of coke delivered per ton (2000 lbs.).....	\$9.03
Average cost of gas oil used per gallon (cents).....	\$7.48
Total miles of gas mains (miles).....	15.5
Average pressure at consumers' meters (inches).....	5
Maximum pressure at consumers' meters (inches).....	7
Minimum pressure at consumers' meters (inches).....	3.5
Maximum day (24 hours) send-out during year.....	68,000
Total number regular meter customers.....	539
Total number prepaid meter customers.....	173
Total number all customers.....	712

*Owned and operated in 1926 by Southern Gas Improvement Company.

FAYETTEVILLE LIGHT AND POWER COMPANY

Incorporated, 1912, under the Laws of North Carolina.

Main office: Fayetteville, N. C.

Officers: President, R. A. Blackwood, Kinston; Treasurer, R. A. Blackwood, Kinston; Secretary, S. C. Bragaw, Washington, N. C.

Gas plant operated at Fayetteville.

BALANCE SHEET—1926

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1927	Title of Account	Balance at End of Year 1927
Fixed capital.....	\$ 207,442.15	Capital stock.....	\$ 75,000.00
Cash.....	2,966.20	Long term debt.....	125,000.00
Accounts receivable.....	5,288.24	Notes payable.....	28.57
Material and supplies.....	4,613.42	Accounts payable.....	1,983.52
Prepayments.....	883.43	Consumer's deposits.....	2,911.67
Miscellaneous investments.....	200.00	Dividends declared.....	15.00
Special deposits.....	6,376.14	Taxes accrued.....	320.05
Unamortized debt expense.....	5,286.51	Interest accrued.....	3,125.00
		Insurance.....	141.18
		Renewals and replacements.....	5,790.72
		Doubtful accounts.....	1,973.77
		Profit and loss—suplus.....	9,537.56
Total.....	\$ 233,056.09	Total.....	\$ 233,056.09

OPERATING REVENUE AND EXPENSES—1926

Total operating revenue.....	\$ 42,778.81
Total operating expenses.....	35,193.48

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1926
Types of gas-making apparatus.....	--
Number of coal gas benches.....	1
Total rated generating capacity (M.C.F. per day).....	50
Number of water gas sets.....	1
Total rated generating capacity (M.C.F. per day).....	250
Total plant generating capacity (M.C.F. per day).....	300
Total holder capacity (M.C.F.).....	50
Total rated steam boiler capacity (H.P.).....	90
Annual production coal gas (M.C.F.).....	20,000
Annual production water gas (M.C.F.).....	7,000
Total gas manufactured, all kinds (M.C.F.).....	27,000
Total gas sales to consumers (M.C.F.).....	20,000
Total gas used by company (M.C.F.).....	300
Total gas unaccounted for (M.C.F.).....	6,700
Per cent unaccounted for (M.C.F.).....	25
Tons of coal carbonized during year (tons).....	1,800
Gallons of gas oil used during year (gallons.).....	30,000
By-products made:	
Coke (tons).....	1,100
Tar (gallons).....	18,000
Average yield during year per pound of coal carbonized (cubic feet).....	514
Average gallons of oil used per M.C.F. of gas manufactured (gallons).....	4
Average calorific value of gas (B.T.U.).....	580
Average cost of coal delivered per ton (2000 lbs.).....	\$7.00
Average cost of coke delivered per ton (2000 lbs.).....	\$7.50
Average cost of gas oil used per gallon (cents).....	7.5
Total miles of gas mains (miles).....	18
Average pressure at consumers' meters (inches).....	3.5
Maximum pressure at consumers' meters.....	4
Minimum pressure at consumers' meters (inches).....	3
Maximum day (24 hours) send-out during year.....	100
Total number all customers.....	600

*1927—Owned and operated by Carolina Gas and Electric Co.

GASTONIA AND SUBURBAN GAS COMPANY

Incorporated, 1917, under General Laws of North Carolina.

Main office: Gastonia.

Officers: President, A. E. Pierce, Chicago; Vice-President, R. L. Aagee, Chicago; Vice-President, George R. Homing, Chicago; Secretary, W. M. McFarland, Chicago; Treasurer, W. A. McCullough, Chicago; Assistant Treasurer, W. W. Winter, Chicago.

Gas plant at Gastonia.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1927	Title of Account	Balance at End of Year 1927
Fixed capital.....	\$ 177,894.10	Capital stock.....	\$ 100,000.00
Cash.....	5,986.40	Accounts payable.....	3,838.93
Accounts receivable.....	12,876.43	Consumers' deposits.....	3,118.70
Material and supplies.....	7,345.92	Taxes accrued.....	2,118.83
Prepayments.....	520.76	Advances from affiliated companies.....	28,584.49
Investments in affiliated companies.....	8,166.13	Retirement reserve.....	39,011.52
		Miscellaneous reserve.....	1,402.53
		Profit and loss—surplus.....	34,714.74
Total.....	\$ 212,789.74	Total.....	\$ 212,789.74

OPERATING REVENUE AND EXPENSES

	1926	1927
Total operating revenue.....	\$54,640.26	\$58,247.98
Total operating expenses.....	33,157.96	31,860.26

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1926	1927
Types of gas-making apparatus.....	Water	Water
Number of water gas sets.....	2	2
Total rated generating capacity (M.C.F. per day).....	420	400
Total plant generating capacity (M.C.F. per day).....	420	400
Total holder capacity (M.C.F.).....	75	75
Total rated steam boiler capacity (H.P.).....	90	90
Annual production water gas (M.C.F.).....	28,090	29,536
Total gas manufactured, all kinds (M.C.F.).....	28,090	29,536
Total gas delivered to mains (M.C.F.).....	28,035	29,536
Total gas sales to consumers (M.C.F.).....	23,892	25,775
Total gas used by company (M.C.F.).....	441	354
Total gas unaccounted for (M.C.F.).....	3,757	3,407
Per cent unaccounted for (M.C.F.).....	13.3	11.5
Gallons of gas oil used during year (gallons).....	78,029	84,005
By-products made, Tar (gallons).....	7,803	8,400
Average gallons of oil used per M.C.F. of gas manufactured (gallons).....	2.78	2.75
Average calorific value of gas (B.T.U.).....	540	540
Average cost of coal delivered per ton (2000 lbs.).....	\$5.50	\$5.50
Average cost of coke delivered per ton (2000 lbs.).....	\$8.60	\$8.60
Average cost of gas oil used per gallon.....	\$0.08	\$0.08
Total miles of gas mains (miles).....	28.88	29.9
Average pressure at consumers' meters (inches).....	4	4
Maximum pressure at consumers' meters (inches).....	6	6
Minimum pressure at consumers' meters (inches).....	3	3
Maximum day (24 hours) send-out during year (M.C.F.).....	108	121
Total number regular meter customers.....	802	819
Total number prepaid meter customers.....	157	162
Total number all customers.....	959	981

***GOLDSBORO GAS COMPANY**

Incorporated, 1917, under the General Laws of North Carolina.

Main office: Goldsboro, N. C.

Officers: President, R. A. Blackwood, Kinston; Secretary, S. C. Bragaw, Washington; Treasurer, R. A. Blackwood, Kinston.

Gas plant at Goldsboro.

BALANCE SHEET—1926

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1926	Title of Account	Balance at End of Year 1926
Fixed capital.....	\$ 293,975.19	Capital stock.....	\$ 100,000.00
Cash.....	4,567.88	Long term debt.....	150,000.00
Accounts receivable.....	7,568.64	Accounts payable.....	691.66
Material and supplies.....	4,560.54	Consumer's deposits.....	2,540.00
Prepayments.....	2,466.74	Dividends payable.....	15.00
Merchandise.....	979.81	Taxes accrued.....	46.44
Special deposits.....	4,098.33	Interest accrued (bond).....	3,750.00
Unamortized debt expense.....	13,841.92	Advances by R. A. B.....	556.63
		Renewals and replacements.....	23,027.79
		Doubtful accounts.....	599.08
		Profit and loss—surplus.....	50,832.45
Total.....	\$ 332,059.05	Total.....	\$ 332,059.05

OPERATING REVENUE AND EXPENSES—1926

Total operating revenue.....	\$ 59,035.44
Total operating expenses.....	44,439.8

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1926
Types of gas-making apparatus.....	Water
Number of water gas sets.....	2
Total rated generating capacity (M.C.F. per day).....	350
Total plant generating capacity (M.C.F. per day).....	350
Total holder capacity (M.C.F.).....	180
Total rated steam boiler capacity (H.P.).....	180
Annual production water gas (M.C.F.).....	32,797
Total gas manufactured, all kinds (M.C.F.).....	32,797
Total gas sales to consumers (M.C.F.).....	26,170
Total gas used by company (M.C.F.).....	300
Total gas unaccounted for (M.C.F.).....	6,327
Gallons of gas oil used during year (gallons).....	91,160
Average gallons of oil used per M.C.F.).....	3
Average calorific value of gas (B.T.U.).....	540
Average cost of coal delivered per ton (2000 lbs.).....	\$ 5.65
Average cost of coke delivered per ton (2000 lbs.).....	\$ 7.65
Average cost of gas oil used per gallon.....	\$0.075
Total miles of gas mains (miles).....	20
Average pressure at consumers' meters (lbs.).....	10
Maximum day (24 hours) send-out during year (M.C.F.).....	150
Total number regular meter customers.....	579
Total number prepaid meter customers.....	260
Total number all customers.....	839

*1927—Owned and operated by Carolina Gas and Electric Company.

***GREENVILLE GAS COMPANY**

Incorporated under the General Laws of North Carolina.

Main office: Greenville, N. C.

Officers: President, R. A. Blackwood, Kinston, Secretary, S. C., Bragaw, Washington, N. C.;
Treasurer, R. A. Blackwood, Kinston.

Gas plant at Greenville.

BALANCE SHEET—1926

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1926	Title of Account	Balance at End of Year 1926
Fixed capital	\$ 185,952.04	Capital stock	\$ 50,000.00
Cash	20.00	Long term debt	125,000.00
Accounts receivable	1,899.84	Accounts payable	2,950.65
Material and supplies	2,233.40	Consumers' deposits	130.00
Prepayments	213.03	Matured interest unpaid	6,250.00
		Taxes accrued	1,319.45
		Interest accrued	3,125.00
		Insurance	204.26
		Contributions for extensions	15,000.00
		Renewals and replacements	4,630.44
		Doubtful accounts	200.00
		Profit and loss—def.	18,491.49
Total	\$ 190,318.31	Total	\$ 190,318.31

OPERATING REVENUE AND EXPENSES—1926

Total operating revenue	\$ 13,494.88
Total operating expenses	22,089.76

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1926
Types of gas-making apparatus	Water
Number of water gas sets	1
Total rated generating capacity (M.C.F. per day)	200
Total plant generating capacity (M.C.F. per day)	200
Total holder capacity (M.C.F.)	60
Total rated steam boiler capacity (H.P.)	50
Total gas manufactured, all kinds (M.C.F.)	7,899
Total gas sales to consumers (M.C.F.)	2,283
Total gas unaccounted for (M.C.F.)	5,616
Tons of coke during year (tons)	147
Gallons of gas oil used during year (gallons)	25,730
Average gallons of oil used per M. C. F. of gas manufactured (gallons)	3
Average calorific value of gas (B.T.U.)	540
Average cost of coal delivered per ton (2000 lbs.)	\$5.25
Average cost of coke delivered per ton (2000 lbs.)	\$8.00
Average cost of gas oil used per gallon	\$0.074
Total miles of gas mains (miles)	7
Average pressure at consumers' meters (inches)	4½
Maximum pressure at consumers' meters (inches)	4½
Minimum pressure at consumers' meters (inches)	4½
Total number regular meter customers	140
Total number prepaid meter customers	10
Total number all customers	150

*1927—Owned and operated by Carolina Gas and Electric Company.

***KINSTON GAS COMPANY**

Incorporated under General Laws of North Carolina.

Main office: Kinston.

Officers: President, R. A. Blackwood, Kinston; Secretary, S. C. Bragaw, Washington; Treasurer R. A. Blackwood, Kinston.

Gas plant at Kinston.

BALANCE SHEET—1926

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1926	Title of Account	Balance at End of Year 1926
Fixed capital.....	\$ 236,743.65	Capital stock.....	\$ 50,000.00
Cash.....	15.00	Long term debt.....	175,000.00
Accounts receivable.....	4,244.09	Accounts payable.....	14,048.84
Material and supplies.....	5,000.42	Consumer's deposit.....	80.00
Prepayments.....	68.05	Matured interest unpaid.....	9,187.50
		Taxes accrued.....	614.93
		Interest accrued.....	4,375.00
		Renewals and replacements.....	6,035.68
		Doubtful accounts.....	143.83
		Profit and loss—deficit.....	13,414.57
Total.....	\$ 246,071.21	Total.....	\$ 246,071.21

OPERATING REVENUE AND EXPENSES—1926

Total operating revenue.....	\$ 21,629.25
Total operating expenses.....	23,773.37

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1926 Water
Types of gas-making apparatus.....	
Number of water gas sets.....	1
Total rated generating capacity (M.C.F. per day).....	350
Total plant generating capacity (M.C.F. per day).....	350
Total holder capacity (M.C.F.).....	110
Total rated steam boiler capacity (H.P.).....	55
Annual production water gas (M.C.F.).....	4,064
Total gas manufactured, all kinds (M.C.F.).....	4,064
Total gas delivered to mains (M.C.F.).....	4,064
Total gas sales to consumers (M.C.F.).....	2,933
Total gas used by company (M.C.F.).....	150
Average gallons of oil used per M.C.F. of gas manufactured (gallons).....	31
Average calorific value of gas (B.T.U.).....	540
Average cost of coal delivered per ton (2000 lbs.).....	\$5.25
Average cost of coke delivered per ton (2000 lbs.).....	\$7.50
Average cost of gas oil used per gallon.....	\$0.075
Total miles of gas mains (miles).....	13
Average pressure at consumers' meters (inches).....	6
Maximum pressure at consumers' meters (inches).....	8½
Minimum pressure at consumers' meters (inches).....	4½
Maximum day (24 hours) send-out during year (M.C.F.).....	50
Total number regular meter customers.....	271
Total number prepaid meter customers.....	10
Total number all customers.....	281

*1927—Owned and operated by Carolina Gas and Electric Company.

***HENDERSON AND OXFORD GAS COMPANY**

Incorporated May 19, 1927.

Main office: Henderson, N. C.

Officers: President, H. H. Gellert, Philadelphia; Vice-President, M. T. Cooke, Jr., Philadelphia;
Secretary-Treasurer, W. W. Arnett, Jr., Philadelphia.

Gas plants at Henderson and Oxford.

BALANCE SHEET—1927

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1927	Title of Account	Balance at End of Year 1927
Accounts receivable.....	\$ 6,613.66	Notes payable.....	\$ 974.21
Inventories.....	5,380.94	Accounts payable.....	1,512.38
Land.....	3,550.00	Meter deposits.....	803.00
Buildings.....	10,200.00	Bond issue.....	125,000.00
Holders.....	18,000.00	No Par stock.....	65,469.47
Miscellaneous equipment.....	29,275.00	Reserve for retirement.....	20,237.51
Mains.....	88,801.60		
Service.....	30,815.00		
Meters.....	1,048.00		
Construction expense.....	19,625.00		
Shop equipment.....	300.00		
Transportation equipment.....	350.00		
Office equipment.....	410.53		
Deficit.....	373.16		
Total.....	\$ 213,996.57	Total.....	\$ 213,996.57

OPERATING REVENUE AND EXPENSES—1927

Total operating revenue.....	\$ 22,277.77
Total operating expenses.....	14,495.67

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1927
Types of gas-making apparatus.....	Water
Total rated generating capacity (M.C.F. per day).....	150
Total plant generating capacity (M.C.F. per day).....	150
Total holder capacity (M.C.F.).....	70
Total rated steam boiler capacity (H.P.).....	100
†Annual production water gas (M.C.F.).....	9,665.5
Total gas manufactured, all kinds (M.C.F.).....	9,965.5
Total gas delivered to mains (M.C.F.).....	9,965.5
Total gas sales to consumers (M.C.F.).....	8,183.1
Total gas used by company (M.C.F.).....	8.8
Total gas unaccounted for (M.C.F.).....	1,782.4
Per cent unaccounted for (M.C.F.).....	21.9
Gallons of gas oil used during year (gallons).....	21,966
Average gallons of oil used per M.C.F. of gas manufactured (gallons).....	2.61
Average calorific value of gas (B.T.U.).....	540
Average cost of coal delivered per ton (2000 lbs.).....	\$5.25
Average cost of coke delivered per ton (2000 lbs.).....	\$9.79
Average cost of gas oil used per gallon.....	\$0.722
Total miles of gas mains (miles).....	32
Average pressure at consumers' meters (inches).....	3½
Maximum pressure at consumers' meters (inches).....	4½
Minimum pressure at consumers' meters (inches).....	3
Maximum day (24 hours) send-out during year (M.C.F.).....	78
Total number regular meter customers.....	562
Total number prepaid meter customers.....	100
Total number all customers.....	662

*1926—Owned and operated by Southern Gas Improvement Company.

† Production from June 1, 1927 to Dec. 31, 1927.

***MELROSE POWER AND MANUFACTURING COMPANY**

Main office: Hendersonville, N. C.

Officers: President, W. S. Barstow, Vice-President, Lucien H. Tyng, Treasurer, J. P. Campbell; Secretary, C. N. Wilson, all of New York.

Electricity retailed in Tryon, Columbus, N. C., and Landrum, S. C.

BALANCE SHEET—1926

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1926	Title of Account	Balance at End of Year 1926
Fixed capital.....	\$ 138,833.49	Capital stock.....	\$ 100,000.00
Cash.....	50.00	Accounts payable.....	8,659.70
Accounts receivable.....	14,076.38	Taxes accrued.....	4,442.56
		Retirement reserve.....	6,300.00
		Sinking fund reserves.....	100.00
		Profit and loss—surplus.....	33,457.61
Total.....	\$ 152,959.87	Total.....	152,959.87

OPERATING REVENUE AND EXPENSES—1926

Total operating revenue.....	\$ 56,440.34
Total operating expenses.....	36,945.08

All power purchased.

*1927—Merged with Broad River Power Co., Columbia, S. C.

NEW BERN-GHENT STREET RAILWAY COMPANY

Incorporated under the General Laws of North Carolina.

Main office: New Bern.

Officers: President, F. Sitterding, Richmond, Va.; Secretary and Treasurer, C. J. McCarthy New Bern.

Street Railway operated in New Bern.

BALANCE SHEET 1927

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1927	Title of Account	Balance at End of Year 1927
Equipment.....	\$ 60,000.00	Notes payable.....	\$ 43,100.00
Prepayments.....	10,000.00	Matured long term debt unpaid	60,000.00
Deficit.....	33,100.00		
Total.....	\$ 103,000.01	Total.....	\$ 103,100.00

OPERATING REVENUE AND EXPENSES

	1926	1927
Total operating revenue.....	\$ 3,429.62	\$ 1,539.62
Total operating expenses.....	6,185.79	3,614.15

STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION DURING YEAR

	1926	1927
Number of rotary converters and motor-generator sets.....	1	1
Rated K.W. capacity.....	100	100
Number of hours railway operated during year.....	6,205	6,205
Total number of revenue passengers carried during year.....	68,592	7,795
Average number of cars operated.....	1	1
Total car hours operated during year.....	6,205	6,205
Total car miles operated during year.....	21,600	21,600
Number of passenger cars owned (motor).....	4	4
Total all cars owned.....	4	4
Total miles track.....	3.77	3.77

***NEW BERN GAS AND FUEL COMPANY**

Incorporated 1917, under General Laws of North Carolina.

Main office: New Bern.

Officers: President, R. A. Blackwood, Kinston; Secretary, Stephen C. Bragaw, Washington, N. C.,
Treasurer, R. A. Blackwood, Kinston.

Gas plant at New Bern.

BALANCE SHEET—1926

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1926	Title of Account	Balance at End of Year 1926
Fixed capital.....	\$ 245,299.62	Capital stock.....	\$ 100,000.00
Cash.....	967.07	Long term debt.....	125,000.00
Accounts receivable.....	21,542.60	Accounts payable.....	3,727.45
Material and supplies.....	2,238.65	Consumer's deposit.....	1,030.00
Prepayments.....	1,241.58	Taxes accrued.....	100.00
Miscellaneous investments.....	100.00	Interest accrued.....	2,604.16
Special deposits.....	3,220.84	Advances from affiliated companies.....	2,184.00
		Renewals and replacements.....	30,194.56
		Doubtful accounts.....	691.41
		Profit and loss—surplus.....	9,078.78
Total.....	\$ 274,610.36	Total.....	\$ 274,610.36

OPERATING REVENUE AND EXPENSES—1926

Total operating revenue.....	\$ 41,958.45
Total operating expenses.....	35,825.83

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1926
Types of gas-making apparatus.....	Water
Number of water gas sets.....	1
Total rated generating capacity (M.C.F. per day).....	200
Total plant generating capacity (M.C.F. per day).....	200
Total holder capacity (M.C.F.).....	45
Total rated steam boiler capacity (H.P.).....	160
Annual production water gas (M.C.F.).....	22,727
Total gas manufactured, all kinds (M.C.F.).....	22,727
Total gas used by company (M.C.F.).....	200
Gallons of gas oil used during year (gallons).....	67,836
Average gallons of oil used per M.C.F. of gas manufactured (gallons).....	3
Average calorific value of gas (B.T.U.).....	540
Average cost of coal delivered per ton (2000 lbs.).....	\$5.75
Average cost of coke delivered per ton (2000 lbs.).....	\$8.25
Average cost of gas oil used per gallon.....	\$0.07
Total miles of gas mains (miles).....	2
Average pressure at consumers' meters (inches).....	4
Maximum pressure at consumers' meters (inches).....	6
Minimum pressure at consumers' meters (inches).....	3
Maximum day (24 hours) send-out during year (M.C.F.).....	100
Total number regular meter customers.....	529
Total number prepaid meter customers.....	172
Total number all customers.....	701

*1927—Owned and operated by Carolina Gas and Electric Company.

NORTH CAROLINA PUBLIC SERVICE COMPANY

Incorporated Feb. 28, 1924, under General Laws of North Carolina.

Main office: Charlotte.

Officers 1927: President, E. C. Marshall, Charlotte; Vice-President, R. L. Peterman, Charlotte; Vice-President, A. V. Harril, Charlotte; Vice-President, John Paul Lucas, Charlotte; Treasurer, D. G. Calder, Charlotte; Asst. Treasurer, H. N. Varner, Greensboro; Secretary, W. C. Parker, New York; Asst. Secretary, L. H. Adams, Charlotte.

Cities and towns served with electricity, retail: Burlington, Greensboro, Salisbury.

Cities and towns served with electricity (wholesale) for resale: High Point.

Gas plants operated at Burlington, Greensboro, Salisbury, Winston-Salem.

Street Railways operated in Greensboro and Salisbury.

BALANCE SHEET—1927

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1927	Title of Account	Balance at End of Year 1927
Fixed capital.....	\$11,189,644.29	Capital stock.....	\$ 3,605,624.03
Cash.....	42,414.52	Payment on preferred stock....	780.00
Notes receivable.....	1,005.00	Long term debt.....	8,310,200.00
Accounts receivable.....	305,103.09	Notes payable.....	150,000.00
Material and supplies.....	200,598.52	Accounts payable.....	184,935.45
Prepayments.....	17,915.23	Consumers' deposits.....	64,666.69
Miscellaneous investments.....	2,604.00	Dividends declared.....	2,939.11
Sinking funds.....	306.70	Miscellaneous current liabilities	408,224.22
Miscellaneous special funds.....	9,985.00	Taxes accrued.....	88,707.57
Unamortized debt expense.....	492,861.67	Interest accrued.....	35,066.25
Miscellaneous suspense.....	3,099.63	Miscellaneous accrued liabilities	40,198.12
Treasury securities.....	1,602,900.00	Retirement reserve.....	195,132.93
		Contributions for extensions....	467.57
		Contingency reserve.....	212,943.87
		Miscellaneous reserves.....	40,698.90
		Profit and loss—surplus.....	527,852.94
Total.....	\$13,868,437.65	Total.....	\$ 13,868,437.65

OPERATING REVENUE AND EXPENSES

	1926	1927
Total operating revenue.....	\$ 2,096,533.68	\$ 2,455,008.26
Total operating expenses.....	1,332,454.93	1,479,354.70

STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

	1926	1927
Rated capacity in kilowatts of generators installed—steam (K.W.)....	500	500
Number of kilowatt hours generated during year—steam.....	9,800	0
Number of kilowatt hours received from other companies.....	49,476,580	55,300,380
Total K.W.H. generated and received.....	49,486,380	55,300,380
K.W.H. used in station and station loss.....		772,095
K.W.H. delivered distribution system.....		54,528,285
K.W.H. lost in distribution and otherwise unaccounted for.....		6,037,345
Per cent distribution loss and otherwise unaccounted for.....		11
K.W.H. delivered at consumers' premises—sales.....		48,490,940
Working pressure of steam in boilers (lbs.).....	225	225
Rated capacity in horsepower of boilers installed.....	1,750	1,750
Square feet heating surface in boiler feed water economizers.....	240	240

STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION DURING YEAR

	1926	1927
Number of kilowatt hours generated during year (K.W.H.).....	9,800	0
Number of kilowatt hours purchased during year (K.W.H.).....	2,369,517	1,839,820
Number of rotary converters and motor-generator sets.....	4	4
Rated K.W. capacity.....	1,000	1,000
Total number of revenue passengers carried during year.....	2,937,671	2,780,305
Average number of cars operated.....	19	16
Total car hours operated during year.....	122,356	102,730
Total car miles operated during year.....	937,711.70	820,338.12
Number of passenger cars owned (motor).....	35	35
Total all cars owned.....	35	35
Miles of first main track (route miles).....	25.40	25.40
Miles of second main track (miles of double track).....	1.25	1.25
Total track mileage.....	26.65	26.65
Miles of single track paved by railway company.....	16.10	16.10
Miles of double track paved by railway company.....	1.25	1.25

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1926 Water and	1927 Gas
Types of gas-making apparatus.....		
Number of coal gas benches.....	19	19
Total rated generating capacity (M.C.F. per day).....	1,140	1,140
Number of water gas sets.....	4	4
Total rated generating capacity (M.C.F. per day).....	1,700	1,700
Total plant generating capacity (M.C.F. per day).....	2,840	2,840
Total holder capacity (M.C.F.).....	850	850
Total rated steam boiler capacity (H.P.).....	340	340
Annual production coal gas (M.C.F.).....	330,373	
Annual production water gas (M.C.F.).....	41,392	
Total gas manufactured, all kinds (M.C.F.).....	371,765	495,116
Total gas delivered to mains (M.C.F.).....	371,765	495,116
Total gas sales to consumers (M.C.F.).....	271,775	363,776
Total gas used by company (M.C.F.).....	2,220	1,873
Total gas unaccounted for (M.C.F.).....	97,770	129,467
Per cent unaccounted for (M.C.F.).....	26.3	26
Tons of coal carbonized during year (tons).....	27,531	33,230
Gallons of gas oil used during year (gallons).....	144,872	308,251
By-products made:		
Coke (tons).....	19,271	22,654
Tar (gallons).....	272,644	377,018
Average yield during year per pound of coal carbonized (cubic feet)...	6	6
Average gallons of oil used per M.C.F. of gas manufactured (gallons)...	3½	3½
Average calorific value of gas (B.T.U.).....	540	540
Average cost of coal delivered per ton (2000 lbs.).....	\$5.143	\$5.143
Average cost of coke delivered per ton (2000 lbs.).....	\$5.00	\$5.00
Average cost of gas oil used per gallon (cents).....	8.145	8.145
Total miles of gas mains (miles).....	256.07	256.07
Average pressure at consumers' meters (inches).....	5	5
Maximum pressure at consumers' meters (inches).....	7	7
Minimum pressure at consumers' meters (inches).....	4	4
Maximum day (24 hours) send-out during year (M.C.F.).....	1,679	1,679
Total number regular meter customers.....		
Total number prepaid meter customers.....		
Total number all customers.....	9,800	10,879

***SOUTHERN GAS IMPROVEMENT COMPANY**

Incorporated January 6, 1913, under the Laws of North Carolina.

Offices: Elizabeth City and Henderson.

Officers; (1926), President, W. F. Harold Broun, Philadelphia; Secretary and Treasurer, Herman Stein, Philadelphia; General Manager, W. G. Murfit, Newtown, Pa; Local Manager, J. T. Stallings, Elizabeth City; Local Manager, L. V. Jenkins, Henderson.

Gas plants at Elizabeth City and Henderson.

BALANCE SHEET—1926 (Elizabeth City Plant)

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1926	Title of Account	Balance at End of Year 1926
Fixed capital.....	\$ 191,007.20	Capital stock.....	\$ 80,000.00
Cash.....	919.24	Bonds.....	80,000.00
Accounts receivable.....	10,951.00	Matured bond interest.....	76,175.02
Material and supplies.....	9,697.69	Matured interest unpaid.....	20,857.83
Investment in affiliated companies.....	13,022.82	Accounts payable.....	5,762.92
Miscellaneous suspense.....	2,650.72	Meter deposits.....	95.00
Profit and loss—deficit.....	79,795.93	Retirement reserve.....	4,004.11
		Notes payable.....	41,149.69
Total.....	\$ 308,044.57	Total.....	\$ 308,044.57

OPERATING REVENUE AND EXPENSES (Elizabeth City Plant)

Total operating revenue.....	\$ 34,818.80
Total operating expenses.....	33,818.80

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1926
Types of gas-making apparatus.....	Water
Number of water gas sets.....	1
Total rated generating capacity (M.C.F. per day).....	150
Total plant generating capacity (M.C.F. per day).....	150
Total holder capacity (M.C.F.).....	30
Total rated steam boiler capacity (H.P.).....	80
Annual production water gas (M.C.F.).....	18,302.7
Total gas manufactured, all kinds (M.C.F.).....	18,302.7
Total gas delivered to mains (M.C.F.).....	18,302.7
Total gas sales to consumers (M.C.F.).....	15,474.8
Total gas used by company (M.C.F.).....	174.4
Total gas unaccounted for (M.C.F.).....	2,653.5
Gallons of gas oil used during year (gallons).....	59,590
By-products made: Tar (gallon).....	2,500
Average gallons of oil used per M.C.F. of gas manufactured (gallons).....	3,808
Average calorific value of gas (B.T.U.).....	520
Average cost of coal delivered per ton (2000 lbs.).....	\$5.58
Average cost of coke delivered per ton (2000 lbs.).....	\$9.88
Average cost of gas oil used per gallon (cents).....	\$8.55
Total miles of gas mains (miles).....	15
Average pressure at consumers' meters (inches).....	8
Maximum pressure at consumers' meters (inches).....	4
Maximum day (24 hours) send-out during year (M.C.F.).....	60
Total number regular meter customers.....	602
Total number prepaid meter customers.....	147
Total number all customers.....	749

BALANCE SHEET—1926 (Henderson Plant)

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1926	Title of Account	Balance at End of Year 1926
Fixed capital.....	\$ 241,144.57	Capital stock.....	\$ 100,000.00
Cash.....	400.00	Bonds.....	100,000.00
Accounts receivable.....	12,393.66	Cash overdrawn.....	2.28
Material and supplies.....	5,634.11	Matured bond interest.....	76,175.02
Miscellaneous expense.....	4,088.41	Matured interest unpaid.....	34,560.70
		J. F. Braun, special.....	1,390.28
		Accounts payable.....	3,984.40
		Consumers' rebate.....	276.11
		Meter deposit.....	769.50
		To Gas Improvement Co. Eliz- abeth City.....	7,307.68
		Retirement reserve.....	4,663.26
		Notes payable.....	68,908.03
Total.....	\$ 398,037.26	Total.....	\$ 398,037.26

OPERATING REVENUE AND EXPENSES 1926 (Henderson Plant)

Total operating revenue.....	\$ 33,256.64
Total operating expenses.....	29,583.31

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR
(Henderson Plant)

	1926
Types of gas-making apparatus.....	Water
Number of water gas sets.....	1
Total rated generating capacity (M.C.F. per day).....	100
Total plant generating capacity (M.C.F. per day).....	100
Total holder capacity (M.C.F.).....	100
Annual production water gas (M.C.F.).....	16,825.2
Total gas manufactured, all kinds (M.C.F.).....	16,825.2
Total gas delivered to mains (M.C.F.).....	16,825.2
Total gas sales to consumers (M.C.F.).....	13,896.2
Total gas used by company (M.C.F.).....	98
Total gas unaccounted for (M.C.F.).....	2,831
Per cent unaccounted for (M.C.F.).....	17.2
By-product made: Tar (gallons).....	2,000
Average gallons of oil used per M.C.F. of gas manufactured (gallons).....	2.44
Average calorific value of gas (B.T.U.).....	520
Average cost of coal delivered per ton (2000 lbs.).....	\$5.35
Average cost of coke delivered per ton (2000 lbs.).....	\$9.83
Average cost of gas oil used per gallon (cents).....	8.04
Total miles of gas mains (miles).....	32
Average pressure at consumers' meters.....	8
Maximum pressure at consumers' meters (inches).....	5
Minimum pressure at consumers' meters (inches).....	8
Maximum day (24 hours) send-out during year (M.C.F.).....	55
Total number regular meter customers.....	568
Total number prepaid meter customers.....	82
Total number all customers.....	650

*1927—Succeeded by Elizabeth Gas and Suburban Company and Henderson and Oxford Gas Co.

SOUTHERN POWER COMPANY

Incorporated March 1905, under General Laws of New Jersey.

Main Office: Charlotte.

Officers, (1927): President, G. G. Allen, New York; Vice-President, B. N. Duke, New York; Vice-President, W. R. Perkins, New York; Vice-President, W. S. Lee, Charlotte; N. A. Cocke, Charlotte; Vice-President, Chas. J. Burkholder, Charlotte; Secretary and Treasurer, W. C. Parker, New York.

Electricity wholesaled in the following towns and cities: Albemarle, Benton Heights, Boiling Springs, Cherryville, Concord, Cornelius, Catawba, Dallas, Davidson, Ellenboro, Forest City, Gastonia, Huntersville, Kings Mountain, Landis, Lexington, Lincolnton, Lattimore, Maiden, Mocksville, Monroe, Mooresboro, Mooresville, Newton, Rutherfordton, Shelby, Statesville, Waxhaw, Abbeville, S. C., Clinton, S. C., Due West, S. C., Easley, S. C., Greenwood S. C., Greer, S. C., Honea Path, S. C., Newberry, S. C., Ninety Six, S. C., Prosperity, S. C., Peckens, S. C., Rock Hill, S. C., Seneca, S. C. Westminister, S. C.

BALANCE SHEET—1927

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1927	Title of Account	Balance at End of Year 1927
Fixed capital.....	\$39,699,152.95	Capital stock.....	\$ 40,700,000.00
Cash.....	161,501.36	Long term debt.....	7,000,000.00
Notes receivable.....	26,700.00	Accounts payable.....	576,503.84
Accounts receivable.....	8,604,886.68	Taxes accrued.....	1,212,880.84
Interest and dividends receivable	64,144.84	Interest accrued.....	87,500.00
Material and supplies.....	1,186,434.52	Advances from affiliated	
Prepayments.....	37,358.89	Companies.....	338,791.26
Investments in affiliated		Casualty and insurance reserve.	280,475.27
companies.....	5,113,784.00	Miscellaneous reserves.....	70,000.00
Miscellaneous investments.....	130,362.00	Miscellaneous unadjusted	
		credits.....	6,250.00
		Profit and loss—surplus.....	4,751,923.40
Total.....	\$55,024,325.24	Total.....	\$ 55,024,325.24

OPERATING REVENUE AND EXPENSES

	1926	1927
Total operating revenue.....	\$13,266,641.87	\$14,962,502.77
Total operating expenses.....	10,247,030.40	10,376,415.77

STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

	1926	1927
Rated capacity in kilowatts of generators installed—steam-----	174,600	174,600
Rated capacity in kilowatts of generators installed—hydraulic----	439,550	439,978
Number of hours plant was operated during year-----	109,698	109,146
Number of kilowatt hours generated during year—steam-----	682,955,500	907,274,100
Number of kilowatt hours generated during year—hydraulic-----	614,532,475	603,624,380
Average number of kilowatt hours generated per hour in operation	243,093	13,849
Maximum 15-minute load on plant during year, in kilowatts-----	5,337	-----
Number of kilowatt hours received from other companies-----	95,345,000	48,975,284
Total K.W.H. generated and received (4+5+9)-----	1,392,832,975	1,559,873,764
K.W.H. used in station and station loss-----	48,859,491	65,923,590
K.W.H. delivered to transmission system (10—11)-----	1,343,975,484	1,493,950,174
K.W.H. loss in transmission and transformation-----	219,175.10	226,796,852
Per cent transmission and transformation (loss 13 ÷ 12)-----	17.20	15.74
K.W.H. delivered at consumers' premises—sales (15—16)-----	1,124,798,474	1,277,153,322
K.W.H. delivered transmission system by steam plant-----	658,920,300	875,211,850
Pounds of coal consumed (including banking) in producing above power-----	1,309,831,840	1,318,882,360
Average number of pounds of coal consumed per K. W. H. delivered to transmission system-----	1.9	1.5
B.T.U. per pound of coal-----	-----	13,500
Rated capacity in horsepower of boilers installed-----	15,764	15,764

SOUTHERN PUBLIC UTILITIES COMPANY

Incorporated, March 7, 1913, under the Laws of Maine.

Main office: Charlotte.

Officers: President, E. C. Marshall, Charlotte; Vice-President, A. V. Harrill, Charlotte; Vice-President, R. L. Peterman, Charlotte; Vice-President, John Paul Lucas, Charlotte; Secretary, W. C. Parker, New York; Treasurer, D. G. Calder, Charlotte.

Electricity retailed in following towns and cities: Charlotte, Winston-Salem, Thomasville, Belmont, Mt. Holly, China Grove, Bessemer City, Hiddenite, Hickory, Paw Creek, Hoskins, Reidsville, Matthews, Salisbury, Rockwell, Cooleemee, Icard, Hildebran, Connelly Springs, Rutherford College, Grove Mt. Airy, Elkin, New London, Norwood, Spencer, East Spencer, Kernersville, Marshville, Cleveland, Indian Trail, Madison, Wingate, Taylorsville, King, Pinnacle, Rural Hall, N. Wilkesboro, Denton, Stoneville, Wilkesboro, Troutman, Conover, Ronda, Hendersonville, Tuxedo, Saluda, Tryon, Columbus, Mill Springs.

Gas plant operated in Charlotte.

Street Railways operated in Charlotte and Winston-Salem.

BALANCE SHEET—1927

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1927	Title of Account	Balance at End of Year 1927
Fixed capital.....	\$25,906,222.38	Capital stock.....	\$ 10,827,500.00
Cash.....	279,848.66	Long term debt.....	9,859,000.00
Notes receivable.....	5,182.00	Notes payable.....	13,500.00
Accounts receivable.....	1,748,872.23	Accounts payable.....	4,964,673.69
Interest and dividends receivable.....	5,858.76	Consumer's deposits.....	230,623.69
Material and supplies.....	606,835.41	Dividends declared.....	162,412.50
Prepayments.....	16,333.00	Miscellaneous current liabilities	75,947.71
Miscellaneous investments.....	122,125.00	Taxes accrued.....	396,989.73
Sinking fund.....	22,457.10	Interest accrued.....	10,778.42
Miscellaneous special funds.....	23,340.78	Retirement reserve.....	4,172,936.78
Special deposits.....	3,478.88	Casualty and insurance reserve	701,282.24
Unamortized debt expense.....	455,648.41	Profit and loss—surplus.....	2,409,704.62
Miscellaneous suspense.....	4,601,318.37		
Reacquired securities bonds.....	27,828.40		
Total.....	\$33,825,349.38	Total.....	\$ 33,825,349.38

OPERATING REVENUE AND EXPENSES—All Plants

	1926	1927
Total operating revenue.....	\$5,679,347.20	\$ 6,776,109.88
Total operating expenses.....	4,185,626.80	5,045,971.90

ELECTRIC OPERATING REVENUE AND EXPENSES

	1926		1927	
	Revenue	Expense	Revenue	Expense
Charlotte.....	\$ 1,102,927.47	\$ 619,701.79	\$ 1,300,322.04	\$ 730,518.33
Winston-Salem.....	825,568.64	537,428.90	975,038.48	655,264.56
Thomasville.....	116,086.38	93,789.90	126,718.04	106,412.68
Belmont.....	21,987.98	16,136.94	27,038.17	19,997.84
Mt. Holly.....	19,172.39	14,843.51	20,963.56	14,098.39
China Grove.....	6,833.83	6,432.97	10,685.45	10,457.67
Bessemer City.....	17,843.75	12,289.97	20,863.74	17,358.27
Hickory.....	165,614.07	112,691.16	192,227.54	139,904.24
Paw Creek.....	1,458.33	1,059.27		
Hoskins.....	7,265.64	4,217.04	10,936.86	6,768.90
Reidsville.....	102,176.29	81,537.68	119,933.43	94,159.54
Matthews.....	3,753.23	4,554.28	(1) 7,888.68	(1) 8,531.63
Salisbury.....	102,729.81	155,960.62	(2) 166,534.18	(2) 198,761.19
Rockwell District.....	9,311.82	9,482.39	20,586.40	21,710.42
Icard.....	2,306.20	3,090.56	(3) 12,589.17	(3) 12,042.16
Hildebran.....	1,375.87	1,507.52		
Connelly Springs.....	1,150.46	1,250.98		
Rutherford College.....	1,601.68	1,711.61		
Grover.....	3,754.49	4,437.80	5,448.81	4,999.20
Mt. Airy.....	37,785.03	28,005.94	119,685.97	94,437.35
Elkin.....	12,906.52	10,407.88	(4) 36,499.58	(4) 32,554.25
Norwood.....	7,269.75	6,668.74	12,151.64	10,633.82
Spencer.....	2,885.12	5,479.01		
Kernersville.....	11,178.08	9,764.76	30,046.53	22,910.04
Marshville.....	13,049.84	12,142.87	(5) 33,295.18	(5) 37,538.53
East Spencer.....	742.48	1,392.07		
Cleveland.....	2,235.91	1,698.06	(6) 11,509.56	(6) 11,721.15
Indian Trail.....	350.43	329.38		
Wingate.....	904.12	378.45		
Taylorsville.....	743.27	419.14	(7) 14,412.97	(7) 11,398.05
New London.....			2,657.14	2,562.92
Madison.....			(8) 9,071.16	(8) 6,305.23
King.....			5,256.19	3,506.90
North Wilkesboro.....			(9) 22,257.98	(9) 21,567.20
Troutman.....			1,050.64	1,123.69
Conover.....			711.27	325.79
Hendersonville Group.....			(10) 71,536.99	(10) 51,134.44
Tryon.....			(11) 19,165.92	(11) 13,128.51

Total number of customers, 1926: 43,213.

Total number of customers, 1927: 55,951.

(1)—Matthews Group. Includes Matthews, Baker and Indian Trail.

(2)—Salisbury Group. Includes Salisbury and East Spencer.

(3)—Icard Group. Includes Icard, Hildebran, Connelly Springs and Rutherford College.

(4)—Elkin Group. Includes Elkin and Ronda.

(5)—Marshville Group. Includes Marshville and Wingate.

(6)—Cleveland Group. Includes Cleveland and Cooleemee.

(7)—Taylorsville Group. Includes Taylorsville and Hiddenite.

(8)—Madison Group. Includes Madison and Stoneville.

(9)—North Wilkesboro. Includes North Wilkesboro and Maravian Falls.

(10)—Hendersonville Group. Includes Hendersonville, Tuxedo and Saluda.

(11)—Tryon Group. Includes Tryon, Columbus and Mill Springs.

GAS—OPERATING REVENUE AND EXPENSES

	1926		1927	
	Revenue	Expenses	Revenue	Expenses
Charlotte.....	\$ 478,231.65	\$ 288,791.74	\$ 506,499.68	\$ 308,864.51

STREET RAILWAY—OPERATING REVENUE AND EXPENSES

	1926		1927	
	Revenue	Expenses	Revenue	Expenses
Charlotte.....	\$ 531,205.64	\$ 476,033.74	\$ 550,603.60	\$ 495,625.96
Winston-Salem.....	196,878.28	244,865.74	191,002.68	229,800.96

STATISTICS—ELECTRICITY PURCHASED

Plant	1926	1927
Charlotte.....	32,202,226	37,937,002
Winston-Salem.....	22,709,370	26,843,582
Thomasville.....	4,698,300	5,177,000
Belmont.....	625,500	729,600
Mt. Holly.....	551,820	604,500
China Grove.....	130,570	275,201
Bessemer City.....	506,110	590,350
Hickory.....	4,878,627	5,756,496
Paw Creek.....	32,590	228,290
Hoskins.....	137,090	
Reidsville.....	3,490,300	4,224,200
Mathews.....	86,206	(1) 266,500
Salisbury.....	3,287,900	(2) 5,011,718
Rockwell District.....	216,302	800,586
Icard.....	123,360	(3) 502,256
Hildebran.....	28,531	-----
Connelly Springs.....	20,427	-----
Rutherford College.....	27,398	-----
Grover.....	138,930	216,062
Mt. Airy.....	584,600	2,461,200
Elkin.....	174,890	(4) 613,030
Norwood.....	264,940	422,950
Spencer.....	59,754	-----
Kernersville.....	399,000	926,500
Marshville.....	707,651	(5) 1,713,000
East Spencer.....	11,134	-----
Cleveland.....	85,444	(6) 415,329
Indian Trail.....	16,014	-----
Wingate.....	22,549	-----
Taylorsville.....	3,300	(7) 183,423
New London.....	-----	97,029

STATISTICS—ELECTRICITY PURCHASED—Continued

Plant	1926	1927
Madison.....	-----	(8) 179,900
King.....	-----	98,258
N. Wilkesboro.....	-----	(9) 518,167
Troutman.....	-----	34,600
Conover.....	-----	13,300
Hendersonville.....	-----	(10) 1,478,198
Tryon.....	-----	(11) 629,322

ELECTRICITY GENERATED

Plant	1926	1927
Winston-Salem.....	4,703,050	5,355,750
Mt. Airy.....	816,220	2,075,420
Elkin.....	191,159	581,040
Taylorsville.....	31,200	276,900
Hendersonville.....	-----	284,100
Total.....	-----	8,572,210

- (1)—Mathews Group. Includes Matthews, Baker and Indian Trail.
 (2)—Salisbury Groups. Includes Salisbury and Eats Spencer.
 (3)—Icard Group. Includes Icard, Hildebran, Connelly Springs and Rutherford College.
 (4)—Elkin Group. Includes Elkin and Ronda.
 (5)—Marshville Group. Includes Marshville and Wingate.
 (6)—Cleveland Group. Includes Cleveland and Cooleemee.
 (7)—Taylorsville Group. Includes Taylorsville and Hiddenite.
 (8)—Madison Group. Includes Madison and Stoneville.
 (9)—North Wilkesboro Group. Includes North Wilkesboro and Moravian Falls.
 (10)—Hendersonville Group. Includes Hendersonville, Tuxedo and Saluda.
 (11)—Tryon Group. Includes Tryon, Columbus and Mill Springs.

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

Charlotte

	1926	1927
Types of gas-making apparatus.....	Coal—Carburetted Water	
Number of coal gas benches.....	8	8
Total rated generating capacity (M.C.F. per day).....	800	800
Number of water gas sets.....	3	3
Total rated generating capacity (M.C.F. per day).....	1,300	1,300
Total plant generating capacity (M.C.F. per day).....	2,100	2,100
Total holder capacity (M.C.F.).....	940	940
Total rated steam boiler capacity (H.P.).....	300	300
Annual production coal gas (M.C.F.).....	178,259	140,480
Annual production water gas (M.C.F.).....	127,554	174,379
Total gas manufactured, all kinds (M.C.F.).....	305,813	314,859
Total gas sales to consumers (M.C.F.).....	274,311	290,210
Total gas unaccounted for (M.C.F.).....	31,502	24,649
Per cent unaccounted for (M.C.F.).....	10.3	7.83
Tons of coal carbonized during year (tons).....	10,117	11,502
Gallons of gas oil used during year (gallons).....	585,060	689,897
By-products made:		
Coke (tons).....	6,579	7,544
Tar (gallons).....	276,031	343,581
Average yield during year per pound of coal carbonized (cubic feet).....	8.81	6.11
Average gallons of oil used per M.C.F. of gas manufactured (gallons).....	4.59	3.96
Average calorific value of gas (B.T.U.).....	5.40	5.40
Average cost of coal delivered per ton (2000 lbs.).....	\$5.48	\$5.30
Average cost of coke delivered per ton (2000 lbs.).....	\$4.00	\$4.00
Average cost of gas oil used per gallon (cents).....	7.29	7.37
Total miles of gas mains (miles).....	100.7	89
Average pressure at consumers' meters (inches).....	4	4
Maximum pressure at consumers' meters (inches).....	6	6
Minimum pressure at consumers' meters (inches).....	3½	3½
Maximum day (24 hours) send-out during year (M.C.F.).....	1,074	1,091
Total number regular meter customers.....	6,445	6,755
Total number prepaid meter customers.....	41	45
Total number all customers.....	6,486	6,800

STATISTICS OF ELECTRIC STREET RAILWAYS AT END OF YEAR AND OPERATION
DURING YEAR

Charlotte

	1926	1927
Number of kilowatt hours purchased during year.....		5,084,507
Total K.W.H. delivered to railway feeders during year.....	5,162,049	5,084,507
Maximum 2-minute peak or demand on railway feeders during year....	2,000	2,000
Number of rotary converters and motor generator sets.....	4	4
Rated K.W.H. capacity.....	1,850	1,850
Number of hours railway operated during year.....	6,900	6,900
Total number of revenue passengers carried during year.....	8,246,519	8,538,030
Average number of cars operated.....	34	35
Total car miles operated during year.....	1,962,752	1,985,417
Number of passenger cars owned (motor).....	51	42
Number of cars owned (work).....	4	4
Total all cars owned.....	55	46
Miles of first main track (route miles).....	29.30	39.10
Miles of second main track (miles of double track).....	9.73	9.73
Miles of sidings, crossovers, car-house and storage track.....	.07	.07
Total track mileage.....	39.10	48.90

Winston-Salem

	1926	1927
Number of kilowatt hours purchased during year.....		2,250,080
Maximum 2-minute peak or demand on railway feeders during year....	1,200	1,200
Number of rotary converters and water generator sets.....	2	2
Rated K.W. Capacity.....	1,000	1,000
Number of hours railway operated during year.....	6,552	6,282
Total number of revenue passengers carried during year.....	3,013,375	2,919,649
Average number of cars operated.....	17	20
Total car miles operated during year.....	724,052	401,673
Number passenger cars owned (motor).....	31	32
Number of work cars owned.....	2	2
Total number of cars owned.....	33	34
Miles first main track (route miles).....	9.86	9.86
Miles of sidings, cross overs, car-house and storage track.....	.935	.935
Total track mileage.....	10.795	10.795

TIDE WATER POWER COMPANY

Incorporated February 26, 1907, under Laws of North Carolina, Chapter 183 Private Laws, 1907.

Main office: Wilmington, N. C.

Officers: President, F. W. Woodcock, New York, Executive Vice-President, F. A. Matthes, Wilmington; Vice-President, Raymond Hunt, Wilmington; Vice-President, J. V. Grainger, Wilmington; Vice-President, T. R. Crumley, New York; Vice-President, W. L. Bryde, New York; Vice-President, Milward Oliver, New York; Treasurer, Milward Oliver, New York; Secretary, C. A. McClure, New York; Asst. Secretary, R. L. Hook, New York; Asst Secretary, G. P. Wylly, Jr., Wilmington; Asst. Treasurer, F. A. Davis, New York; Asst. Treasurer, G. P. Wylly, Jr., Wilmington; Asst. Treasurer, W. E. Shaw, Jr., New York.

Electricity retailed for lighting in the following cities and towns: Wilmington, Burgaw, Wallace, Rose Hill, Warsaw, Willard, Teachey, Carolina Beach, Wrightsville Beach, Seagate, Wrightsville Sound, Castle Hayne, Currie, Atkinson, Rocky Point, Leland, Delco, Magnolia, Turkey, Bowden, Faison, Calypso, Kenansville, Beulahville, Chinquapin, Richlands, Bolton, Lake Waccamaw, Hallsboro, Whiteville, Chadbourn, Evergreen, Cerro Gordo, Fair Bluff, Clarkton, White Lake, Elizabethtown, Garland, Tabor.

Gas plants operated at Wilmington, Wrightsville Beach, Seagate, Wrightsville Sound.

Street Railways operated at Wilmington, Wrightsville Beach, Seagate, Wrightsville Sound.

BALANCE SHEET—1927

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1927	Title of Account	Balance at End of Year 1927
Fixed capital.....	\$ 6,536,203.19	Capital stock.....	\$ 7,352,050.00
Cash.....	69,780.15	Long term debt.....	15,293,950.00
Notes receivable.....	1,709.50	Notes payable.....	204,880.00
Accounts receivable.....	282,596.54	Accounts payable.....	34,949.46
Interest and dividends receivable.....	9,930.81	Consumers' deposits.....	52,714.43
Material and supplies.....	134,190.82	Miscellaneous current liabilities	3,102.64
Prepayments.....	4,812.93	Taxes accrued.....	15,445.44
Investments in affiliated companies.....	18,525,869.13	Interest accrued.....	282,387.33
Miscellaneous investments.....	70,644.66	Miscellaneous accrued liabilities	1,144.09
Sinking funds.....	134,242.22	Advances from affiliated companies.....	2,531,671.47
Special deposits.....	172,029.98	Retirement reserve.....	557,138.31
Unamortized debt expense.....	1,502,424.80	Casualty and insurance reserve	35,940.98
Jobbing accounts.....	2,309.70	Contributions for extensions...	18,026.55
Miscellaneous suspense.....	24.80	Miscellaneous reserves.....	41,929.09
Discount on capital stock.....	222,291.20	Miscellaneous unadjusted credit.....	501.57
		Profit and loss—surplus.....	1,253,229.07
Total.....	\$27,669,060.43	Total.....	\$ 27,669,060.43

OPERATING REVENUE AND EXPENSES—All Divisions

	1926	1927
Total operating expenses.....	\$ 1,245,725.58	\$ 1,313,667.56
Total operating expenses.....	609,669.09	637,070.67

ELECTRIC—OPERATING REVENUE AND EXPENSES

	1926	1927
Total operating revenue.....	\$ 780,911.82	\$ 861,065.13
Total operating expenses.....	356,350.57	420,001.34
Total number customers.....	8,775	9,793

GAS—OPERATING REVENUE AND EXPENSES

	1926	1927
Total operating revenue.....	\$ 208,859.61	\$ 217,625.67
Total operating expenses.....	139,791.20	124,751.79

STREET RAILWAY—OPERATING REVENUE AND EXPENSES

	1926	1927
Total operating revenue.....	\$ 255,954.15	\$ 234,976.76
Total operating expenses.....	201,700.34	172,675.26

STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

	1926	1927
Rated capacity in kilowatts of generators installed—steam.....	11,800	11,500
Number of hours plant was operated during year.....	8,760	8,760
Number of kilowatt hours generated during year—steam.....	24,492,208	26,167,662
Average number of kilowatt hours generated per hour in operation.....	2,796	2,987
Maximum 15-minute load on plant during year, in kilowatts.....	6,000	6,600
Average load factor on plant during year (per cent).....	46.6	45
Number of kilowatt hours received from other companies.....	50,000	84,000
Total K.W.H. generated and received.....	24,542,208	26,251,662
K.W.H. used in station and station loss.....	757,760	1,082,400
K.W.H. delivered to transmission system (10—11).....	-----	25,169,262
K.W.H. loss in transmission and transformation.....	-----	3,243,588
Per cent transmission and transformation.....	-----	12.9
K.W.H. delivered distribution system.....	24,542,208	-----
K.W.H. lost in distribution and otherwise unaccounted for.....	3,073,396	-----
Per cent distribution loss and otherwise unaccounted for.....	12.5	-----
K.W.H. delivered at consumers' premises—sales (15—16).....	21,468,812	21,925,674
K.W.H. delivered transmission system by steam plant.....	24,492,208	25,085,262
Pounds of coal consumed (including banking) in producing above power.....	50,028,254	51,501,295
Average number of pounds of coal consumed per K.W.H. delivered to transmission system.....	2.04	2.053
Pounds of water evaporated per pound of coal consumed.....	10	10
B.T.U. per pound of coal.....	14,200	14,000
B.T.U. in coal per K.W.H. delivered transmission system (21 × 23).....	28,968	28,742
Working pressure of steam in boilers.....	200	200
Rated capacity in horsepower of boilers installed.....	3,471	2,412

STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION DURING YEAR

	1926	1927
Number of kilowatt hours purchased during year (K.W.H.)	2,153,760	1,812,988
Number of rotary converters and motor-generator sets	5	4
Rated K.W. capacity	2,200	1,600
Number of hours railway operated during year	6,935	11,865
Total number of revenue passengers carried during year	2,382,880	2,167,503
Average number of cars operated	24	35
Total car hours operated during year	92,867	100,387
Total car miles operated during year	877,693	857,259
Number of passenger cars owned (motor)	36	37
Number of passenger cars owned (trail)	4	7
Number of freight and express cars owned	14	9
Total all cars owned	54	53
Miles of first main track (route miles)	2,183	2,183
Miles of second main track (miles of double track)	9.40	9.40
Miles of sidings, crossovers, car-house and storage track	182	182
Total track mileage	33.05	33.05
Miles of single track paved by railway company	73	73
Miles of double track paved by railway company	4.44	5.17

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1926	1927
Types of gas-making apparatus	Coal and	Water
Number of coal gas benches	3	18
Total rated generating capacity (M.C.F. per day)	210	180
Number of water gas sets	2	2
Total rated generating capacity (M.C.F. per day)	1,505	1,505
Total plant generating capacity (M.C.F. per day)	1,750	1,685
Total holder capacity (M.C.F.)	270	270
Annual production coal gas (M.C.F.)	66,472	62,701
Annual production water gas (M.C.F.)	67,458.3	76,696
Total gas manufactured, all kinds (M.C.F.)	133,950.5	139,397
Total gas delivered to mains (M.C.F.)	133,972.5	139,399.8
Total gas sales to consumers (M.C.F.)	110,541.8	114,468.2
Total gas used by company (M.C.F.)	1,569.2	1,147.7
Total gas unaccounted for (M.C.F.)	21,861.5	23,783.9
Per cent unaccounted for (M.C.F.)	16.3	17.1
Tons of coal carbonized during year (tons)	6,531	6,463.7
Gallons of gas oil used during year (gallons)	196,636	194,122
By-products made:		
Coke (tons)	4,128.8	4,116.4
Tar (gallons)	66,091	69,299
Average yield during year per pound of coal carbonized (cubic feet)	5.10	
Average gallons of oil used per M.C.F. of gas manufactured (gallons)	2.96	1.39
Average calorific value of gas (B.T.U.)	5.39	5.40
Average cost of coal delivered per ton (2000 lbs.)	\$ 5.70	\$5.70
Average cost of gas oil used per gallon (cents)	7.5	7.1
Total miles of gas mains (miles)	50	61.2
Average pressure at consumers' meters (inches)	4	5
Maximum pressure at consumers' meters (inches)	6	6
Minimum pressure at consumers' meters (inches)	3½	4
Maximum day (24 hours) send-out during year (M.C.F.)	590	
Total number regular meter customers	3,101	3,192
Total number prepaid meter customers	44	44
Total number all customers	3,154	3,236

VIRGINIA ELECTRIC AND POWER COMPANY

Incorporated June 29, 1909, under General Laws of Virginia.

Main office: Richmond, Va.

Officers: President, W. E. Wood, Richmond, Va.; Vice-President, J. F. McLoughlin, Richmond; Vice-President, T. P. Walker, Norfolk; Vice-President, T. Justin Moore, Richmond; Vice-President, G. H. Clifford, Boston, Mass; Secretary, W. T. Crawford, Boston, Mass.; Treasurer, Henry B. Sawyer, Boston, Mass.; Comptroller, G. B. Williams, Richmond.

This company serves practically all of Tidewater, Virginia and Northeastern North Carolina with electric energy for both lighting and power, including the cities of Richmond, Norfolk, Petersburg, Portsmouth, Suffolk, Fredericksburg, Ashland, Williamsburg, and Hopewell, Va., and Roanoke Rapids, Weldon and Rosemary, N. C., and contiguous territory.

Towns and cities in which electricity is wholesaled for resale; Wakefield, Franklin, Weaverly, Virginia Beach and Windsor, Va., and Murfreesboro, Elizabeth City, Hertford, Edenton, Scotland Neck and Winfall, North Carolina.

Electric Railways operated in Richmond, Petersburg, Norfolk and Portsmouth, Va. and interurban street railway between Richmond and Petersburg.

BALANCE SHEET—1927

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1927	Title of Account	Balance at End of Year 1927
Fixed capital.....	\$67,587,542.59	Capital stock (preferred).....	\$ 14,622,300.00
Cash.....	1,324,787.34	Preferred script.....	4,000.00
Notes receivable.....	52,330.14	Long term debt.....	39,821,620.18
Accounts receivable.....	1,024,662.18	Notes payable.....	1,350,000.00
Interest and dividends receivable.....	1,763.70	Accounts payable.....	303,702.13
Material and supplies.....	845,533.56	Consumers' deposits.....	168,413.50
Prepayments.....	250,028.99	Dividends declared.....	28.50
Sub. preferred stock.....	103,861.00	Preferred stock subscribed for.....	154,677.50
Miscellaneous current assets.....	2,000.00	Miscellaneous current liabilities	9,902.15
Investments in affiliated companies.....	1,947,568.06	Taxes accrued.....	386,370.12
Miscellaneous investments.....	33,766.38	Interest accrued.....	252,568.87
Sinking fund.....	4,781,373.29	Miscellaneous accrued liabilities	55,047.65
Special deposits.....	499,501.62	Advances from affiliated companies.....	18,000.00
Unamortized debt expense.....	1,410,409.72	Retirement reserve.....	7,317,776.49
Miscellaneous suspense.....	206,806.99	Contributions for extension.....	10,648.01
Reacquired securities—bonds.....	196,000.00	Accident reserve.....	101,723.08
Treasury securities—bonds.....	358,000.00	Miscellaneous unadjusted credits.....	308,810.57
		Book value stock and earned surplus.....	15,740,346.81
Total.....	\$80,625,935.56	Total.....	\$ 80,625,935.56

OPERATING REVENUE AND EXPENSES—All Divisions

	1926	1927
Total operating revenue.....	\$12,881,853.93	\$14,331,422.39
Total operating expenses.....	6,755,944.72	7,277,409.01

ELECTRIC—OPERATING REVENUE AND EXPENSES

	1926	1927
Total operating revenue.....	\$ 7,478,485.81	\$ 8,180,131.81
Total operating expenses.....	2,906,684.70	3,200,818.16

STREET RAILWAY—OPERATING REVENUE AND EXPENSES

	1926	1927
Total operating revenue.....	\$ 5,403,368.12	\$ 6,151,290.58
Total operating expenses.....	3,849,260.02	4,076,590.85

NORTH CAROLINA

ELECTRIC—OPERATING REVENUE AND EXPENSES

	1926	1927
Total operating revenue.....	\$ 409,091.08	\$ 639,783.81
Total operating expenses.....	198,465.69	295,744.39

GROSS REVENUE

	1926	1927
Roanoke Rapids.....	\$ 196,881.84	\$ 274,408.26
Rosemary.....	104,583.31	131,738.55
Tarboro.....	55,774.14	61,354.33
Weldon.....	41,260.38	55,677.55
Jackson.....	4,455.62	7,583.05
Halifax.....	3,325.37	5,263.90
Seaboard.....	2,810.42	6,131.79
Severn.....		1,942.71
Pendleton.....		241.80
Conway.....		1,613.19
Milwaukee.....		219.38
Potecasi.....		299.18
Woodland.....		1,932.34
George.....		115.44
Rich Square.....		3,042.11
Aulander.....		5,531.54
Ahoskie.....		1,228.30
Winton.....		437.38
Battleboro.....		
Whitakers.....		1,501.77
Murfreesboro.....		2,040.29
Scotland Neck.....		9,192.08
Edenton.....		21,225.96
Elizabeth City.....		41,881.76
Hertford.....		5,181.76
Total.....	\$ 409,091.08	\$ 639,783.81

STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

	1926	1927
Rated capacity in kilowatts of generators installed—steam.....	3,500	3,500
Rated capacity in kilowatts of generators installed—hydraulic.....	5,600	5,600
Number of hours plant was operated during year.....	8,760	8,760
Number of kilowatt hours generated during year—steam.....	3,667,066	260,282
Number of kilowatt hours generated during year—hydraulic.....	25,385,654	30,699,359
Average number of kilowatt hours generated per hour in operation.....	3,207	3,534
Maximum 30-minute load on plant during year, in kilowatts.....	6,700	5,200
Average load factor on plant during year.....	47.8	67.9
Number of kilowatt hours received from transmission.....	9,749,358	24,087,027
Number of kilowatt hours received from other companies.....	721,600	2,121,300
Total K.W.H. generated and received (gross).....	39,583,678	57,167,968
K.W.H. used in station and station loss.....	957,699	516,591
K.W.H. generated and received net.....	38,565,979	56,651,377
K.W.H. delivered, Virginia transmission system.....	11,970,600	11,128,200
K.W.H. generated and received for N. C. system.....	26,595,379	45,523,177
K.W.H. delivered at consumers' premises—Sales.....	23,633,974	41,421,349
K.W.H. lost in distribution, etc.....	2,961,405	4,101,828
Per cent distribution, etc. loss.....	11.1	9
Pounds of coal consumed (including banking) in producing above power	12,344,000	1,473,060
Average number of pounds of coal consumed per K.W.H. delivered to transmission system.....	3.37	5.96
Pounds of water evaporated per pound of coal consumed.....	4	4
B.T.U. per pound of coal.....	14,000	14,000
B.T.U. in coal per K.W.H. generated—steam.....	47,180	83,440
Working pressure of steam in boilers.....	400 per sq. in gage	400 per sq. in gage
Rated capacity in horsepower of boilers installed (B.H.P.).....	2,131	2,131
Number of customers.....	1,718	3,062

***WASHINGTON GAS COMPANY**

Incorporated, October 17, 1917, under General Laws of North Carolina.

Main office: Washington.

Officers: (1926), President, R. A. Blackwood, Kinston; Secretary, S. C. Bragaw, Washington; Treasurer, R. A. Blackwood, Kinston.

Gas plant at Washington.

BALANCE SHEET—1926

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1926	Title of Account	Balance at End of Year 1926
Fixed capital.....	\$ 192,652.38	Capital stock.....	\$ 50,000.00
Cash.....	4,529.90	Premium on capital stock.....	67,257.22
Accounts receivable.....	7,326.82	Long term debt.....	90,000.00
Interest and dividends receivable.....	655.25	Accounts payable.....	1,253.22
Material and supplies.....	2,455.19	Consumer's deposits.....	502.34
Prepayments.....	1,001.40	Dividends declared.....	15.00
Merchandise.....	784.08	Taxes accrued.....	297.02
Miscellaneous investments.....	6,137.50	Interest accrued.....	2,250.00
Special deposits.....	1,998.14	Doubtful accounts.....	325.36
		Renewal and replacements.....	5,332.27
		Profit and loss—surplus.....	308.23
Total.....	\$ 217,540.66	Total.....	\$ 217,540.66

OPERATING REVENUE AND EXPENSES—1926

Total operating revenue.....	\$ 35,152.96
Total operating expenses.....	25,162.79

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1926 Water
Types of gas-making apparatus.....	
Number of water gas sets.....	2
Total rated generating capacity (M.C.F. per day).....	200
Total plant generating capacity (M.C.F. per day).....	200
Total holder capacity (M.C.F.).....	60
Total rated steam boiler capacity (H.P.).....	120
Annual production water gas (M.C.F.).....	17,779
Total gas manufactured, all kinds (M.C.F.).....	17,779
Total gas sales to consumers (M.C.F.).....	14,281
Total gas used by company (M.C.F.).....	30
Total gas unaccounted for (M.C.F.).....	3,198
Per cent unaccounted for (M.C.F.).....	18
Tons of coal carbonized during year (tons).....	444
Gallons of gas oil used during year (gallons).....	55,739
By-product made, Tar (gallons).....	5,000
Average gallons of oil used per M.C.F. of gas manufactured (gallons).....	3.1
Average calorific value of gas (B.T.U.).....	540
Average cost of coal delivered per ton (2000 lbs.).....	\$5.65
Average cost of coke delivered per ton (2000 lbs.).....	\$7.65
Average cost of gas oil used per gallon (cents).....	7.5
Total miles of gas mains (miles).....	12
Average pressure at consumers' meters (inches).....	3
Maximum pressure at consumers' meters (inches).....	3.5
Minimum pressure at consumers' meters (inches).....	2.5
Maximum day (24 hours) send-out during year (M.C.F.).....	100
Total number regular meter customers.....	532
Total number prepaid meter customers.....	98
Total number all customers.....	630

*1927—Owned and operated by Carolina Gas and Electric Company.

***WINSTON-SALEM GAS COMPANY**

Incorporated July 1, 1912, under General Laws of North Carolina.

Main office: Winston-Salem.

Officers: President, W. S. Barston, Winston-Salem; Vice-President, G. A. Arouson, Winston-Salem; Treasurer, J. P. Campbell, Winston-Salem; Secretary, C. N. Wilson, Winston-Salem.

Gas plant at Winston-Salem.

BALANCE SHEET—1926

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1926	Title of Account	Balance at End of Year 1926
Fixed capital.....	\$ 1,083,905.11	Capital stock.....	\$ 350,300.00
Cash.....	1,043.96	Long term debt.....	750,300.00
Accounts receivable.....	75,486.92	Notes payable.....	240,500.00
Material and supplies.....	33,826.13	Accounts payable.....	24,397.30
Prepayments.....	1,265.12	Consumers' deposits.....	12,608.56
Working Funds.....	300.00	Miscellaneous current liabilities	3,553.15
Sinking and other funds.....	1,672.17	Taxes accrued.....	9,624.36
Unamortized debt expenses.....	33,075.90	Interest accrued.....	7.00
Treasury securities—bonds.....	250,000.00	Miscellaneous accrued liabilities	67.10
Treasury securities—stock.....	17,000.00	Retirement reserve.....	56,614.78
		Miscellaneous reserves.....	5,797.49
		Profit and loss—surplus.....	43,805.47
Total.....	\$ 1,497,575.31	Total.....	\$ 1,497,575.31

OPERATING REVENUE AND EXPENSES—1926

Total operating revenue.....	\$ 92,959.46
Total operating expenses.....	48,957.31

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

Types of gas-making apparatus.....	Coal and Water
Number of coal gas benches.....	6
Total rated generating capacity (M.C.F. per day).....	360
Number of water gas sets.....	1
Total rated generating capacity (M.C.F. per day).....	250
Total plant generating capacity (M.C.F. per day).....	610
Total holder capacity (M.C.F.).....	240
Total rated steam boiler capacity (H.P.).....	240
Annual production coal gas (M.C.F.).....	59,963
Annual production water gas (M.C.F.).....	3,631
Total gas manufactured, all kinds (M.C.F.).....	63,594
Total gas delivered to mains (M.C.F.).....	63,594
Total gas sales to consumers (M.C.F.).....	49,928
Total gas used by company (M.C.F.).....	151
Total gas unaccounted for (M.C.F.).....	13,518
Per cent unaccounted for (M.C.F.).....	212
Tons of coal carbonized during year (tons).....	4,996
Gallons of gas oil used during year (gallons).....	12,908
By-products made:	
Coke (tons).....	3,497
Tar (gallons).....	44,060
Average yield during year per pound of coal carbonized (cubic feet).....	6
Average gallons of oil used per M.C.F. of gas manufactured (gallons).....	3 1/2
Average calorific value of gas (B.T.U.).....	540
Average cost of coal delivered per ton (2000 lbs.).....	\$5.85
Average cost of coke delivered per ton (2000 lbs.).....	\$5.00
Total miles of gas mains (miles).....	76.39
Average pressure at consumers' meters (inches).....	5
Maximum pressure at consumers' meters (inches).....	7
Minimum pressure at consumers' meters (inches).....	4
Maximum day (24 hours) send-out during year (M.C.F.).....	441
Total number all customers.....	2,675

*1927—Owned and operated by X. C. Public Service Company.

ELECTRIC LIGHT AND POWER COMPANIES

Minor Companies	Operating Revenues		Operating Expenses		1927	
	1926	1927	1926	1927	Kilowatt Hrs. Generated	Kilowatt Hrs. Purchased
Blowing Rock Light and Power Co.....	\$ 18,253.48	\$ 21,367.35	\$ 17,446.72	\$ 21,853.85	-----	450,000
Blowing Rock, N. C.						
Brevard Light and Power Co.....		28,993.95		14,964.66	-----	240,000
Brevard, N. C.						
Burnsville Electric Co.....	10,747.87	10,083.89	4,880.00	4,380.00	-----	
Burnsville, N. C.						
Caldwell Power Co.....	80,526.01	84,309.32	23,624.15	44,950.00	-----	17,215,000
Morgantown, N. C.						
Carolina-Tennessee Power Co. - Murphy, N. C.	24,456.59	18,617.83	27,080.48	25,773.81	392,450	-----
Cascade Power Co.....	14,418.47	15,069.16	11,505.06	12,304.54	490,000	-----
Brevard, N. C.						
Catawba Valley Light and Power Co.....	77,104.35	84,981.56	24,286.58	62,243.20	-----	10,757,886
Morgantown, N. C.						
Dallas Rural Light Co.....	474.60	644.86	257.26	408.11	-----	8,070
Dallas, N. C.						
Dillsboro and Sylva Electric Light Co.....	14,242.31	15,767.79	6,962.38	10,228.67	-----	180,000
Dillsboro, N. C.						
Elk Park Electric Light and Power Co.....	2,043.35	1,010.39	2,043.35	829.44	38,320	1,800
Elk Park, N. C.						
Guilwood Light and Power Co.	150.00	149.95	150.00	28.10	-----	1,193
Concord, N. C.						
Grifton Electric Co.....	6,744.12		3,724.35		-----	
Grifton, N. C.						
Hillsboro Power and Light Co..	18,932.30	22,467.41	14,890.30	17,113.51	-----	456,100
Hillsboro, N. C.						
Hayesville Electric Co.....	26.75	2,445.51	214.32	3,115.93	30,000	-----
Hayesville, N. C.						
Laurel Hill Electric Co.....	2,334.34	3,116.69	1,783.25	2,525.97	-----	68,073
Laurel Hill, N. C.						
Leaksville Light and Power Co.	70,740.86	70,980.18	66,474.10	65,213.22	-----	1,087,000
Leaksville, N. C.						
*Madison Light and Power Co..	10,426.69		10,025.10		-----	†250,000
Marshall, N. C.						
Marion Light and Power Co. -	29,107.57	34,158.75	22,153.35	28,071.34	700,000	-----
Marion, N. C.						
Maravian Power Co.....	5,904.12		5,277.72		50,000	-----
Maravian Falls, N. C.						
Mountain Retreat Association -	5,265.99	5,092.37	5,265.99	3,160.70	†75,000	†36,000
Montreat, N. C.						
Neuse River Elec Co.....	19,677.37		21,412.91		-----	
Kinston, N. C.						
Northwest Carolina Utilities		7,809.59		6,190.13	-----	250,000
Rocky River Power and Light Co.....	7,182.00	10,281.00	7,182.00	7,712.59	†475,000	-----
High Falls, N. C.						
St. Pauls Power Co.....	14,198.32	12,203.47	21,467.31	15,485.56	-----	241,000
St. Pauls, N. C.						

ELECTRIC LIGHT AND POWER COMPANIES—Continued

Minor Companies	Operating Revenues		Operating Expenses		1927	
	1926	1927	1926	1927	Kilowatt Hrs. Generated	Kilowatt Hrs. Purchased
**Troutman Light and Power Co.....	4,374.39		4,521.94			
Troutman, N. C.						
Warren Plains Electric Co.....	530.46		332.66			
Warren Plains, N. C.						
Webb Mill and Power Co.....	14,163.65	16,330.87	11,381.99	9,712.48	150,000	
Spring Hope, N. C.						
Sprucepine Electric Co.....	6,984.42		5,418.00			
Sprucepine, N. C.						
Newland Light and Power Co.....		3,526.23		2,667.58	50,000	37,200
Newland, N. C.						

*Acquired by Northwest Carolina Utilities, Inc., August 1, 1927.

**Quit operation in 1927

†Estimated.

Electric Energy Production—1927

(Companies Operating in North Carolina)

	North Carolina		South Carolina	
	Hydro	Steam	Hydro	Steam
Broad River Power Co.....	\$ 15,546,100	\$ -----	\$ -----	\$ -----
Carolina Power and Light Co.:				
Lockville.....	4,623,200	-----	-----	-----
Eury Hydro.....	2,161,600	-----	-----	-----
Lower Hydro.....	1,210,105	-----	-----	-----
Lobelia.....	651,700	-----	-----	-----
Carbonton.....	1,693,200	-----	-----	-----
Ivey.....	1,312,700	-----	-----	-----
Weaverville.....	9,106,200	-----	-----	-----
Marshall.....	15,186,300	-----	-----	-----
Buckthorn.....	11,807,600	-----	-----	-----
Blewitt.....	97,418,100	-----	-----	-----
Elk Mountain.....		37,679,100	-----	-----
Cape Fear.....		115,363,000	-----	-----
Raleigh.....		65,900	-----	-----
Sumpter.....				2,392,320
Florence.....				225,700
Carolina Gas and Electric Co.....		3,482	-----	-----
Duke Power Co. (1 month):				
Mt. Holly.....		1,238,600	-----	-----
Eno.....		1,917,000	-----	-----
Fezer.....		1,913,000	-----	-----
Buck.....		7,080,000	-----	-----
Bridgewater.....	3,001,800	-----	-----	-----
Rhodhiss.....	5,282,000	-----	-----	-----
Lookout Shoals.....	8,369,000	-----	-----	-----
Mountain Island.....	10,751,000	-----	-----	-----
Turner.....	1,285,700	-----	-----	-----
Tuxedo.....	2,114,400	-----	-----	-----
New Catawba.....			11,036,000	-----
Fishing Creek.....			14,931,200	-----
Great Falls.....			4,402,200	-----
Dearborn.....			12,165,000	-----
Rocky Creek.....			3,839,300	-----
Cedar Creek.....			11,668,000	-----
Wateree.....			27,919,000	-----
Ninety-nine.....			6,520,000	-----
Spencer Mt.....			81,300	-----
Gun Powder No. 1.....			114,520	-----
Gun Powder No. 2.....			20,840	-----
Little River.....			90,700	-----
Van Patton.....			503,300	-----
Durham Public Service Co.:				
Durham.....		160,000	-----	-----
Southern Power Co. (11 months):				
Greensboro.....		4,185,000	-----	-----
Mt. Holly.....		175,807,100	-----	-----
Eno.....		133,404,000	-----	-----
Tiger.....		160,297,000	-----	-----
Buck.....		421,900,000	-----	-----
Bridgewater.....	23,787,500	-----	-----	-----
Rhodhiss.....	32,383,000	-----	-----	-----

ELECTRIC ENERGY PRODUCTION, 1927—Continued

	North Carolina		South Carolina	
	Hydro	Steam	Hydro	Steam
Southern Power Co.—Continued				
Lookout Shoals.....	41,127,000	-----	-----	-----
Mountain Island.....	49,739,000	-----	-----	-----
Turner.....	1,415,600	-----	-----	-----
Tuxedo.....	1,793,600	-----	-----	-----
Greenville.....	-----	-----	-----	11,731,000
New Catawba.....	-----	-----	65,508,000	-----
Fishing Creek.....	-----	-----	65,605,500	-----
Great Falls.....	-----	-----	43,934,600	-----
Dearborn.....	-----	-----	42,557,000	-----
Rocky Creek.....	-----	-----	16,320,000	-----
Cedar Creek.....	-----	-----	65,995,000	-----
Wateree.....	-----	-----	110,319,000	-----
Ninety-nine.....	-----	-----	37,680,000	-----
Spencer Mt.....	-----	-----	3,570,500	-----
Gun Powder No. 1.....	-----	-----	627,030	-----
Gun Powder No. 2.....	-----	-----	162,640	-----
Little River.....	-----	-----	511,100	-----
Tuckaseegee.....	-----	-----	308,300	-----
Van Patten.....	-----	-----	739,600	-----
Tidewater Water Power Co.:				
Wilmington.....	-----	26,167,662	-----	-----
			Virginia	
	Hydro	Steam	Hydro	Steam
Virginia Electric and Power Co.				
Richmond-N. C. Plants.....	30,699,359	260,282	92,256,146	290,132,932
Minor Companies.....	2,450,770	-----	-----	-----
Totals.....	\$ 374,916,534	\$1,087,441,126	\$ 639,385,776	\$ 304,481,952
Recapitulation		Hydro	Steam	Total
North Carolina.....	\$ 374,916,534	\$1,087,441,126		\$1,462,357,660
South Carolina.....	547,129,630	14,349,020		561,478,650
Virginia.....	92,256,146	290,132,932		382,389,078
Totals.....		\$1,014,302,310	\$1,391,923,078	\$2,406,225,388

GAS PRODUCTION, ETC., 1927

	Cubic Feet Produced	Miles Mains	Coal Carbonized Tons	Oil Used Gallons	By Products		Number Customers
					Tar Gallons	Coke Tons	
Carolina Power and Light Co.							
Raleigh.....	177,808,000	73.9	11,536.9	185,410	156,559	7,157.4	3,944
Durham.....	92,065,900	53.8	5,664.8	101,799	69,613.9	3,678.4	2,505
Asheville.....	94,197,000	38.3	8,283		82,830	5,387	2,526
Carolina Gas and Electric Co.	137,919,000	88		422,714	1,015		3,785
Greenville.....							
Washington.....							
New Bern.....							
Goldsboro.....							
Kinston.....							
Fayetteville.....							
Concord and Kannapolis							
Gas Co.....	29,085,000	30	2,262	1,339	22,615	1,470	991
Concord.....							
Kannapolis.....							
Elizabeth and Suburban							
Gas Co.....	9,058,000	15.5		21,671			712
Gastonia and Suburban							
Gas Co.....	29,536,000	29.9		84,005	8,400		981
Henderson and Oxford							
Gas Co.....	9,965,500	32		21,966			662
N. C. Public Service Co.....	495,116,000	256.07	33,230	308,251	377,018	22,654	10,879
Burlington.....							
Greensboro.....							
Salisbury.....							
Winston-Salem.....							
Southern Public Utilities Co.							
Charlotte.....	314,859,000	89	11,502	689,897	343,581	7,544	6,800
Tidewater Power Co.....	139,397,000	61.2	6,463.7	194,122	69,299	4,116.4	3,236
Wilmington.....							
Wrightsville Beach.....							
Wrightsville Sound.....							
Seagate.....							
Totals.....	1,529,005,000	729.37	70,659.6	1,931,173	1,048,100.9	46,620.2	36,991

STREET RAILWAYS—PASSENGERS CARRIED AND MILES TRACK—1927

	Number Revenue Passengers Carried	Miles of Track
Carolina Power and Light Company:		
Raleigh.....	2,386,605	14.46
Asheville.....	5,695,758	20.79
Durham Public Service Company:		
Durham.....	2,401,432	5.67
New Bern-Ghent Street Railway:		
New Bern.....	7,795	3.67
North Carolina Public Service Company.....	2,780,305	26.65
Greensboro.....		
Salisbury.....		
High Point (Busses only).....		
Southern Public Utilities Co.:		
Winston-Salem.....	2,919,649	10.795
Charlotte.....	8,538,030	48.90
Tidewater Power Company.....	2,167,503	33.05
Total.....	26,897,077	163.985

Telephone and STATISTICS FOR CALENDAR YEAR

Name of Company	Location of Exchange
MAJOR COMPANIES: Carolina Telephone and Telegraph Co.-----	Tarboro----- Ahoskie----- Aulander----- Ayden----- Beaufort----- Benson----- Clayton----- Clinton----- Dunn----- Elm City----- Enfield----- Farmville----- Fayetteville----- Franklinton----- Greenville----- Henderson----- Jackson----- Kenly----- Kinston----- LaGrange----- Lillington----- Littleton----- Louisburg----- Macon----- Maxton----- Morehead City----- Murfreesboro----- Nashville----- New Bern----- Norlina----- Oxford----- Pinetops----- Plymouth----- Pollockville----- Raeford----- Red Springs----- Roanoke Rapids----- Rocky Mount----- Scotland Neck----- Smithfield----- Snow Hill----- Spring Hope----- Tarboro----- Wake Forest----- Warrenton----- Washington----- Weldon----- Whitakers----- Williamston----- Wilson-----

Telephone Companies

ENDING DECEMBER 31, 1927

Plant Equipment and Other Assets	Operating Revenue	Operating Expenses	Number of Phones		Miles of Wire
			Business	Residence	
\$ 3,756,094.59	\$ 1,192,513.37	\$ 856,968.92	9,900	16,461	55,154
-----	-----	-----	126	80	-----
-----	-----	-----	25	17	-----
-----	-----	-----	76	137	-----
-----	-----	-----	100	112	-----
-----	-----	-----	79	119	-----
-----	-----	-----	71	123	-----
-----	-----	-----	145	179	-----
-----	-----	-----	272	433	-----
-----	-----	-----	40	94	-----
-----	-----	-----	114	218	-----
-----	-----	-----	98	182	-----
-----	-----	-----	932	1,222	-----
-----	-----	-----	48	93	-----
-----	-----	-----	521	819	-----
-----	-----	-----	595	767	-----
-----	-----	-----	26	20	-----
-----	-----	-----	31	51	-----
-----	-----	-----	663	1,067	-----
-----	-----	-----	35	103	-----
-----	-----	-----	49	50	-----
-----	-----	-----	65	146	-----
-----	-----	-----	133	221	-----
-----	-----	-----	14	52	-----
-----	-----	-----	60	153	-----
-----	-----	-----	228	187	-----
-----	-----	-----	43	68	-----
-----	-----	-----	80	115	-----
-----	-----	-----	727	1,100	-----
-----	-----	-----	25	61	-----
-----	-----	-----	244	460	-----
-----	-----	-----	25	43	-----
-----	-----	-----	70	78	-----
-----	-----	-----	32	19	-----
-----	-----	-----	69	144	-----
-----	-----	-----	39	100	-----
-----	-----	-----	204	318	-----
-----	-----	-----	894	2,575	-----
-----	-----	-----	103	219	-----
-----	-----	-----	165	314	-----
-----	-----	-----	40	48	-----
-----	-----	-----	50	91	-----
-----	-----	-----	357	573	-----
-----	-----	-----	48	143	-----
-----	-----	-----	68	264	-----
-----	-----	-----	544	882	-----
-----	-----	-----	228	240	-----
-----	-----	-----	100	4	-----
-----	-----	-----	102	185	-----
-----	-----	-----	1,011	1,671	-----

STATISTICS—FOR CALENDAR YEAR

Name of Company	Location of Exchange
Major Companies— <i>Continued</i>	Windsor..... Winton..... Youngsville.....
Interstate Telephone and Telegraph Co.....	Durham.....
North State Telephone Co.....	High Point.....
Southern Bell Telephone and Telegraph Co.....	Atlanta, North Carolina..... Apex..... Arden..... Asheville..... Belmont..... Bessemer City..... Black Mountain..... Blowing Rock..... Burlington..... Canton..... Caroleen..... Cary..... Charlotte..... Cherryville..... Cleveland..... Davidson..... Fairmont..... Forest City..... Gastonia..... Gibson..... Goldsboro..... Greensboro..... Grover..... Hamlet..... Hendersonville..... Kings Mountain..... Laurinburg..... Lenoir..... Lincolnton..... Lumberton..... Maiden..... Morganton..... Mount Holly..... Mount Olive..... Murphy..... Newland..... Newton..... Raleigh..... Reidsville..... Rockingham..... Rowland..... Rutherfordton..... Salisbury..... Selma.....

ENDING DECEMBER 31, 1927—Continued

Plant Equipment and Other Assets	Operating Revenue	Operating Expenses	Number of Phones		Miles of Wire
			Business	Residence	
-----	-----	-----	59	66	-----
-----	-----	-----	12	16	-----
-----	-----	-----	11	22	-----
\$ 608,413.12	\$ 215,203.62	\$ 127,792.49	1,054	2,780	-----
493,882.06	142,126.67	86,845.06	974	2,920	-----
14,125,932.60	4,748,157.62	3,822,675.04	35,424	49,099	-----
-----	4,645.01	4,654.89	41	66	-----
-----	2,415.41	2,906.33	29	40	-----
-----	594,906.97	545,355.39	5,268	7,160	-----
-----	12,724.12	9,618.91	96	143	-----
-----	5,243.03	4,585.41	57	62	-----
-----	14,592.80	13,350.08	94	124	-----
-----	2,084.56	2,098.60	15	10	-----
-----	90,882.33	70,052.61	736	1,327	-----
-----	24,656.23	18,851.86	174	291	-----
-----	4,324.39	4,873.31	43	51	-----
-----	2,919.26	3,624.23	27	56	-----
-----	1,111,533.52	810,573.23	6,700	8,498	-----
-----	12,980.12	11,770.94	105	245	-----
-----	5,029.50	10,639.62	22	132	-----
-----	12,326.36	9,572.50	79	247	-----
-----	5,479.89	4,398.65	35	85	-----
-----	19,407.14	15,459.76	153	218	-----
-----	139,145.41	109,619.60	1,098	1,387	-----
-----	3,682.94	4,036.61	26	75	-----
-----	113,748.53	87,872.77	848	1,127	-----
-----	542,402.22	424,153.36	4,320	4,671	-----
-----	1,635.16	1,845.31	18	35	-----
-----	43,281.09	41,000.95	270	565	-----
-----	81,416.25	88,514.07	479	974	-----
-----	17,387.17	13,941.17	121	201	-----
-----	29,403.30	28,429.57	157	316	-----
-----	30,980.98	23,444.79	304	512	-----
-----	35,334.50	27,626.43	207	562	-----
-----	40,775.37	33,497.52	340	406	-----
-----	5,552.11	4,656.09	46	129	-----
-----	27,122.60	23,189.46	298	411	-----
-----	14,899.11	12,894.25	105	198	-----
-----	14,862.46	11,829.38	83	169	-----
-----	13,474.24	11,416.77	86	123	-----
-----	1,966.91	3,353.36	17	21	-----
-----	19,588.55	17,670.54	168	418	-----
-----	467,820.24	381,731.79	3,676	4,168	-----
-----	43,720.38	35,239.41	360	531	-----
-----	43,085.09	31,083.98	354	415	-----
-----	4,468.98	4,045.36	29	68	-----
-----	22,043.97	17,014.93	198	289	-----
-----	155,728.41	133,025.85	1,181	23,60	-----
-----	16,497.31	15,289.69	101	169	-----

STATISTICS—FOR CALENDAR YEAR

Name of Company	Location of Exchange
Major Companies—Continued	Shelby----- Southport----- Spruce Pine----- Statesville----- Stony Point----- Taylorsville----- Troutman----- Waco----- Waynesville----- Wendell----- Wilmington----- Winston-Salem----- Wrightsville----- Zebulon-----
Total Major Companies-----	-----

ENDING DECEMBER 31, 1927—Continued

Plant Equipment and Other Assets	Operating Revenue	Operating Expenses	Number of Phones		Miles of Wire
			Business	Residence	
-----	\$ 55,717.53	\$ 40,349.10	476	612	-----
-----	5,655.50	5,014.37	40	36	-----
-----	9,758.07	9,260.09	78	41	-----
-----	85,885.36	64,570.67	700	1,108	-----
-----	1,956.23	2,412.05	20	55	-----
-----	8,470.34	8,195.78	57	75	-----
-----	2,313.22	2,148.99	17	48	-----
-----	965.96	1,131.65	5	30	-----
-----	32,066.26	30,244.29	246	333	-----
-----	5,492.92	5,026.85	45	67	-----
-----	262,653.06	199,512.10	1,930	2,929	-----
-----	405,929.74	312,936.90	3,272	4,442	-----
-----	8,188.08	10,752.82	34	92	-----
-----	6,931.43	6,650.04	59	78	-----
-----	\$ 7,298,001.28	\$ 4,894,281.51	47,352	71,260	-----

STATISTICS—FOR CALENDAR YEAR

Name of Company	Location of Exchange
MINOR COMPANIES:	
Albemarle Telephone Co.....	Albemarle.....
	Badin.....
	New London.....
Andrews Telephone Co.....	Andrews.....
Ansonville Telephone Co.....	Ansonville.....
Appalachian Telephone Co.....	Burnsville.....
Aurora Telephone Co.....	Aurora.....
Beaverdam Telephone Co.....	Lincolnton.....
Bethlehem Telephone Co.....	Walnut Cove.....
Beulaville Telephone Co.....	Beulaville.....
Boiling Springs Telephone Co.....	Boiling Springs.....
Bonlee Telephone Co.....	Bonlee.....
	Goldston.....
	Pittsboro.....
	Siler City.....
Brown Summit Telephone Co.....	Brown Summit.....
Carthage Telephone Co.....	Carthage.....
Camden Telephone Co.....	Old Trap.....
Cane Creek Telephone Co.....	Fairview.....
Cone Creek Telephone Co.....	Saxapahaw.....
Coastal Telephone Co.....	Belhaven.....
Catawba Telephone Co.....	Catawba.....
Cardenas Telephone Co.....	Varina.....
Candler Mutual Telephone Co.....	Candler.....
Chowan Telephone Co.....	Tyner.....
Chapel Hill Telephone Co.....	Chapel Hill.....
	Brevard.....
Citizens Telephone Co.....	Southern Pines.....
City Telephone Co.....	Aberdeen.....
	Hayesville.....
Clay County Telephone Co.....	Cliffside.....
Cliffside Telephone Co.....	Avondale.....
	Columbia.....
Cahoon Telephone Co.....	Raper.....
Concord Telephone Co.....	Concord.....
	Mount Pleasant.....
	Kannapolis.....
	Cherry Grove.....
Cooleemee Telephone Co.....	Cooleemee.....
Culowhee Telephone Co.....	Culowhee.....
Davidson Telephone Co.....	Welcome.....
Deep River Telephone Co.....	High Point.....
Denton Telephone Co.....	Denton.....
Duplin Telephone Co.....	Warsaw.....
Eagle Springs and McLeans Creek Telephone Co.....	Eagle Springs.....
East Bend Telephone Co.....	East Bend.....
East Bend and Donnaha Telephone Co.....	East Bend.....
Eastern Telephone Co.....	Robersonville.....
	Bethel.....
Ellenboro Telephone Co.....	Ellenboro.....
Ellerbe Telephone Co.....	Ellerbe.....

ENDING DECEMBER 31, 1927—Continued

Plant Equipment and Other Assets	Operating Revenue	Operating Expenses	Number of Phones		Miles of Wire
			Business	Residence	
\$ 45,271.06	\$ 28,807.90	\$ 20,818.22	235	414	202
2,500.00	3,233.50	3,134.96	29	81	42
2,000.00	2,520.00	2,280.00	14	126	300
17,959.18	6,028.35	5,139.89	63	57	330
2,000.00	2,408.25	2,220.00	23	59	43
400.00	20.00	20.00	-----	16	5
280.00	61.20	61.20	-----	27	10
2,500.00	1,280.25	1,380.00	13	42	60
700.00	81.00	420.00	4	55	12
18,000.00	16,413.78	16,313.78	173	370	348
174.00	60.00	60.00	2	3	10
5,000.00	6,763.72	3,165.00	53	206	75
3,000.00	1,895.60	1,425.00	20	51	25
1,500.00	560.00	560.60	-----	26	12
3,675.00	712.50	712.50	-----	175	135
31,220.17	10,159.82	7,869.94	61	83	-----
3,500.00	-----	-----	15	91	-----
4,000.00	3,616.21	3,603.33	7	112	110
3,500.00	3,715.85	3,044.87	-----	169	126
750.00	1,070.00	1,069.13	-----	33	50
47,421.01	18,359.81	16,945.73	137	153	25
18,500.00	15,429.03	14,313.46	157	275	-----
450.00	718.38	718.38	16	17	2 1/2
7,302.16	4,661.50	2,251.01	12	268	8
8,000.00	2,569.33	2,560.10	25	260	100
-----	71,576.50	53,311.13	548	1,633	-----
1,770.00	1,118.50	1,145.50	6	14	- 12
400.00	232.69	232.69	2	48	7
400.00	233.25	233.25	-----	40	7
1,750.00	1,898.63	1,802.92	37	70	50
9,000.00	4,200.00	1,200.00	52	90	200
1,900.00	-----	-----	-----	37	30
150.00	-----	-----	-----	25	15
156.00	33.60	30.00	1	16	10
10,000.00	12,097.25	4,758.25	70	345	425
3,500.00	1,100.00	1,100.00	19	218	13
3,000.00	1,743.00	720.00	18	81	75

STATISTICS—FOR CALENDAR YEAR

Name of Company	Location of Exchange
<i>MINOR COMPANIES—Continued:</i>	
Ether Rural Telephone Co.....	Allreds.....
Fairview Telephone Co.....	Est Bend.....
Fairmont-Silver Hill Telephone Co.....	Lexington.....
Falling Creek Telephone Co.....	Goldsboro, R. F. D.....
Farmers Telephone Co.....	Farmer.....
Farmers Rural Telephone Co.....	Maxton.....
Forest City-Rutherford Telephone Co.....	Union Mills.....
Forsyth-Davidson Telephone Co.....	Winston-Salem.....
Fremont Telephone Co.....	Fremont.....
	Pikeville.....
	Princeton.....
	Stantonburg.....
Fruitland Telephone Co.....	Hendersonville.....
Fisher Telephone Co.....	Madison.....
	Mayodan.....
	Stoneville.....
Granite Telephone Co.....	Granite Falls.....
Gibsonville Telephone Co.....	Gibsonville.....
Guilford Telephone Co.....	Guilford College.....
Hamilton Telephone Co.....	Hamilton.....
Harmony Telephone Co.....	Harmony.....
Hein's Telephone Co.....	Sanford.....
Hickory Telephone Co.....	Hickory.....
Highlands Telephone Co.....	Highlands.....
Horton Telephone Co.....	North Wilkesboro.....
	Ronda.....
	Elkin.....
	Mount Airy.....
	Pilot Mountain.....
	Booneville.....
Huntersville Telephone Co.....	Huntersville.....
Hyde County Telephone Co.....	Swan Quarter.....
Indian Trail Telephone Co.....	Indian Trail.....
International Telephone Co.....	Leaksville.....
	Spray.....
Johnston Telephone Co.....	St. Pauls.....
Kernersville Telephone Co.....	Kernersville.....
Knott's Island Telephone Co.....	Knott's Island.....
Lake Lure Telephone Co.....	Lake Lure.....
Lattimore Telephone Co.....	Lattimore.....
Lee Telephone Co.....	Thomasville, R. F. D.....
Liecester Telephone Co.....	Liecester.....
Lexington Telephone Co.....	Lexington.....
Liberty Telephone Co.....	Liberty.....
Lilesville Telephone Co.....	Lilesville.....
Linwood Telephone Co.....	Linwood.....
Lucama Telephone Co.....	Lucama.....
Madison Telephone Co.....	Weaverville, P. O.....
	Marshall.....
Marion Telephone Co.....	Marion.....
Marshville Telephone Co.....	Marshville.....
Matthews Telephone Co.....	Matthews.....

ENDING DECEMBER 31, 1927—Continued

Plant Equipment and Other Assets	Operating Revenue	Operating Expenses	Number of Phones		Miles of Wire
			Business	Residence	
\$ 3,550.00	\$ 500.00	\$ 500.00	-----	142	42
1,000.00	-----	-----	-----	85	20
100.00	-----	-----	-----	70	44
1,875.00	116.44	391.78	2	19	20
600.00	600.00	550.00	-----	2	15
250.00	-----	-----	-----	10	10
1,000.00	485.00	485.00	1	39	26
150.00	682.70	682.70	-----	106	70
15,000.00	1,500.00	-----	135	365	250
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
400.00	-----	-----	1	7	6
28,000.00	6,692.02	6,692.02	100	161	20
-----	-----	-----	-----	-----	-----
13,240.00	40,017.23	2,545.66	75	220	93
16,924.31	7,564.01	4,651.75	42	258	98
5,000.00	2,508.00	2,200.00	-----	157	50
3,500.00	3,936.00	1,080.00	22	83	150
40.00	626.23	425.00	6	45	25
75,294.96	43,235.93	43,419.33	244	769	9
231,465.26	73,837.38	43,287.07	341	1,038	35
4,000.00	2,258.50	1,409.83	19	14	33
154,342.89	60,690.01	45,798.11	564	1,267	201
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
4,000.00	3,000.00	3,000.00	-----	121	140
700.00	1,500.00	1,500.00	5	13	35
150.00	4,500.00	310.00	6	28	33
77,395.49	30,114.29	19,045.95	180	569	22
-----	-----	-----	-----	-----	-----
3,500.00	3,682.20	2,682.00	52	84	48
2,100.00	2,454.00	1,146.55	26	38	6
900.00	106.80	75.00	6	12	16
12,578.88	3,137.39	4,434.10	82	18	25
1,500.00	1,953.68	1,904.60	15	235	25
400.00	-----	-----	-----	12	18
2,000.00	1,500.00	1,500.00	7	100	125
98,115.31	32,095.63	24,964.03	254	617	1,565
6,889.77	6,401.99	4,481.60	32	60	86
5,000.00	1,500.00	884.00	19	81	250
350.00	54.05	-----	-----	14	7
2,500.00	150.00	-----	7	48	50
4,811.59	4,040.84	4,405.21	56	55	20
-----	-----	-----	-----	-----	-----
22,892.93	15,907.49	16,239.95	218	276	185
5,000.00	2,000.00	1,560.00	40	140	200
800.00	1,238.13	609.50	7	38	25

STATISTICS—FOR CALENDAR YEAR

Name of Company	Location of Exchange
<i>MINOR COMPANIES—Continued:</i>	
Mebane Home Telephone Co.....	Mebane.....
Mebane-Ridgeville Telephone Co.....	Prospect Hill.....
Merchants Telephone Co.....	Middlesex.....
Mitchell County Telephone Co.....	Burnsville, P. O.....
	Bakersville.....
Midway Telephone Co.....	Winston-Salem, P. O.....
	Midway.....
Mocksville Telephone Co.....	Mocksville.....
Mooreville Telephone Co.....	Mooreville.....
Monroe Telephone Co.....	Monroe.....
Morris Telephone Co.....	Roxboro.....
	Hillsboro.....
Morven Telephone Co.....	Morven.....
Mountain Retreat Association.....	Montreat.....
Newell Telephone Co.....	Newell.....
Newport-Western Carteret Telephone Co.....	Newport.....
North Buncombe Telephone Co.....	Weaverville.....
Norwood Electric Co.....	Norwood.....
Norfolk-Carolina Telephone and Telegraph Co.....	Elizabeth City.....
	Edenton.....
	Hertford.....
Onslow Telephone Co.....	Jacksonville.....
Orinoco Telephone Co.....	High Point.....
Otter Creek Telephone Co.....	Union Mills, R. F. D.....
Pamlico Telephone Co.....	Bayboro.....
	Oriental.....
Paw Creek Telephone Co.....	Paw Creek.....
Pender Telephone Co.....	Burgaw.....
Pine Bluff Telephone Co.....	Pine Bluff.....
Pinehurst Telephone Co.....	Pinehurst.....
Piney Woods Telephone Co.....	Albemarle.....
	Piney Woods.....
Pittsylvania-Caswell Telephone Co.....	
Pfafftown Telephone Co.....	Pfafftown.....
Polk County Telephone Co.....	Tryon.....
	Landrum, S. C.....
Polkton Telephone Co.....	Polkton.....
Prospect Telephone Co.....	High Point, P. O.....
Providence Telephone Co.....	Danville, Va., P. O.....
Randleman Telephone Co.....	Randleman.....
Randolph Telephone Co.....	Ramseur.....
	Asheboro.....
Reeds Telephone Co.....	Lexington, R. F. D. P. O.....
Richfork Telephone Co.....	High Point, P. O.....
Roanoke-Chowan Telephone Co.....	Woodland.....
	Conway.....
	Rich Square.....
	Roxobel.....
Rockridge Telephone Co.....	Wilson, R. F. D. P. O.....
Rockwell Mutual Telephone Co.....	Rockwell.....
Rocky Creek Telephone Co.....	Turnersburg.....
Rocky Hill Telephone Co.....	Walnut Cove, P. O.....

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Plant Equipment and Other Assets	Operating Revenue	Operating Expenses	Number of Phones		Miles of Wire
			Business	Residence	
\$ 14,000.00	\$ 7,512.85	\$ 7,834.56	70	135	100
500.00	560.60	540.00	7	86	93
3,000.00	2,500.00	1,000.00	55	80	25
2,700.00	875.25	858.84	11	22	50
3,500.00	700.00	675.00	-----	169	100
6,000.00	7,548.00	7,482.00	60	100	15
27,243.33	14,180.61	12,089.34	104	634	232
40,120.03	30,743.81	19,888.67	234	662	17
34,143.90	17,156.97	10,816.00	171	343	182
4,041.00	3,372.00	3,068.00	25	78	150
3,844.63	1,961.25	1,525.89	17	61	10
100.00	1,280.82	1,173.27	3	45	30
2,500.00	1,142.81	992.00	4	84	31
393.49	1,096.29	1,112.70	3	-----	8
4,884.09	4,547.02	2,016.94	35	145	85
191,851.12	89,304.96	78,610.92	553	1,170	650
19,790.43	18,940.69	12,015.53	112	218	175
12,917.16	10,202.11	5,718.21	58	142	125
39,186.58	12,009.47	12,569.87	123	271	409
450.00	180.00	180.00	-----	30	26
500.00	250.00	250.00	4	15	46
24,000.00	6,271.32	1,989.74	87	163	415
600.00	740.00	680.00	5	42	40
3,500.00	1,500.00	800.00	20	46	60
3,100.00	2,964.55	925.00	10	51	46
42,868.30	30,027.13	26,299.41	87	181	200
452.15	465.70	333.55	3	66	25
1,390.00	495.00	500.66	4	15	14
2,000.00	1,744.71	1,744.71	4	179	150
5,000.00	12,602.39	11,139.76	98	254	70
900.00	900.00	500.00	7	76	20
200.00	-----	-----	-----	16	4
450.00	240.00	178.03	-----	10	90
3,500.00	1,800.00	720.00	23	53	38
7,129.37	1,931.98	915.14	21	59	125
22,159.76	13,327.74	7,659.37	108	282	250
500.00	585.00	569.25	3	127	11
1,000.00	-----	-----	-----	-----	20
9,295.00	11,558.32	10,422.40	75	520	205
-----	-----	-----	-----	-----	-----
1,400.00	1,344.90	1,344.90	-----	54	30
500.00	792.66	783.65	13	167	1
400.00	300.00	300.00	-----	38	52
250.00	60.00	60.00	-----	24	15

STATISTICS—FOR CALENDAR YEAR

Name of Company	Location of Exchange
MINOR COMPANIES—Continued:	
Roseboro Telephone Exchange, Inc.	Roseboro
Rose Hill Telephone Co.	Rose Hill
Rural Telephone Co.	Rural Hall
	Clemmons
	Lewisville
Summerfield Telephone Co.	Summerfield
Salemburg Telephone Co.	Salemburg
Saluda Telephone Co.	Saluda
Sedgefield Telephone Co.	Greensboro, P. O.
Seven Parts Telephone Co.	Bunn, R. F. D.
Seagrove Telephone Co.	Seagrove
Sharon Telephone Co.	Shelby, R. F. D. No. 3
Sedge Garden Telephone Co.	Kernersville, P. O.
Shoals Telephone Co.	Shoals
Southeastern Guilford Telephone Co.	Greensboro, R. F. D. No. 6
South Yadkin Telephone Co.	Hiddenite P. O.
	South Yadkin
Spring Creek Telephone Co.	Hot Springs
Steele Creek Telephone Co.	Charlotte, R. F. D.
Seattle Telephone Co.	Altamahaw
Thomasville Telephone Co.	Thomasville
Troy Telephone Co.	Troy
	Ether
	Mount Gilead
	Candor
	Eagle Spring
	West End
Tulin Telephone Co.	Concord, P. O.
Vanceboro Telephone Co.	Vanceboro
Waxhaw Telephone Co.	Waxhaw
Wadesboro Telephone Co.	Wadesboro
Wagram Telephone Co.	Wagram
Walkertown Telephone Co.	Walkerton
Wallace Telephone Co.	Wallace
Ward Telephone Line	Battleboro
Weaverville Electric and Telephone Co.	Weaverville
Western Carolina Telephone Co.	Franklin
	Bryson City
	Sylva
White Telephone Co.	Belvidere
Whiteville Telephone Co.	Vineland, P. O.
	Whiteville
	Mount Tabor
	Chadbourn
Wingate Telephone Co.	Wingate
White Coal Power Co.	Old Fort
Yanceyville Telephone Co.	Yanceyville
Yeopsim Telephone Co.	Edenton, P. O.
Total Minor Companies	
Total Major Companies	
Grand Total	

ENDING DECEMBER 31, 1927—Continued

Plant Equipment and Other Assets	Operating Revenue	Operating Expenses	Number of Phones		Miles of Wire
			Business	Residence	
\$ 5,000.00	\$ 1,200.00	\$ 1,000.00	25	17	50
3,000.00	800.00	750.00	6	44	30
3,000.00	3,259.71	2,730.52	14	98	126
-----	-----	-----	-----	-----	-----
4,500.00	2,340.00	2,355.34	13	77	54
1,500.00	1,300.00	1,150.00	12	59	75
1,800.00	1,825.99	2,369.23	15	38	30
100.00	-----	48.00	-----	6	4
12,500.00	13,800.00	500.00	-----	42	20
300.00	240.00	240.00	-----	75	75
300.00	305.00	302.00	-----	25	20
1,500.00	250.00	250.00	-----	175	1,000
-----	-----	-----	-----	10	10
500.00	15.00	15.00	-----	140	300
600.00	859.98	859.98	-----	97	72
-----	-----	-----	-----	-----	-----
800.00	585.86	420.00	10	12	5
500.00	1,100.00	527.00	-----	55	85
400.00	620.00	720.00	3	95	8
66,584.37	24,067.39	18,926.15	195	411	415
27,523.25	24,461.20	21,430.84	174	376	103
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
600.00	400.00	400.00	-----	65	30
-----	-----	-----	-----	-----	-----
4,000.00	1,539.00	1,820.00	27	46	33
26,530.19	16,387.85	11,532.52	150	336	140
7,500.00	1,200.00	600.00	22	14	200
200.00	60.00	12.00	-----	7	6
3,984.00	5,231.25	3,699.82	46	139	85
700.00	850.00	700.00	6	12	10
6,278.28	8,349.80	9,413.73	35	190	100
26,030.00	14,870.01	12,968.47	185	341	223
-----	-----	-----	-----	-----	-----
1,000.00	500.00	400.00	2	20	25
20,461.00	13,574.62	9,698.90	161	226	102
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
2,000.00	1,342.67	860.00	17	86	75
2,000.00	1,605.40	920.00	29	18	10
500.00	905.30	916.43	2	21	20
750.00	496.45	357.50	-----	24	14
-----	-----	-----	-----	-----	-----
\$ 1,829,746.21	\$ 994,554.73	\$ 774,751.72	7,742	23,572	13,851
18,984,322.37	7,298,001.28	4,894,281.51	47,352	71,260	-----
-----	-----	-----	-----	-----	-----
\$ 20,814,068.58	\$ 8,292,556.01	\$ 5,669,033.23	\$ 55,094	\$ 94,832	-----

AMOUNT EXPENDED FOR EXTENSION—1927

Carolina.....	\$ 283,468.98	Harmony.....	
Interstate.....	23,787.32	Heims.....	1,294.96
North State.....	47,555.10	Hickory.....	18,050.87
Bell.....	2,490,466.62	Highlands.....	
Total.....	\$2,845,278.02	Horton.....	22,815.15
Albemarle.....	2,145.10	Huntersville.....	
Andrews.....		Hyde Co.....	
Ansonville.....		Indian Trail.....	25.00
Appalachian.....	1,636.31	International.....	5,636.55
Aurora.....		Johnson.....	
Beaverdam.....	20.00	Kenansville.....	906.00
Bethlehem.....	61.20	Knotts Island.....	
Beulaville.....	400.00	Lake Lure.....	1,324.54
Boiling Springs.....		Lattimore.....	650.00
Bonlee.....		Lee.....	
Brown Summit.....		Leicester.....	
Carthage.....		Lexington.....	4,966.63
Camden.....		Liberty.....	100.00
Cane Creek.....		Lilesville.....	
Cane Creek.....		Linwood.....	28.00
Coastal.....	339.89	Lucama.....	
Catawba.....		Madison.....	824.77
Cardenas.....		Marion.....	2,218.80
Candler.....		Marshville.....	
Chowan.....		Matthews.....	
Chapel Hill.....		Mebane H.....	
Citizens.....	2,299.29	Mebane Ridgeville.....	
City.....		Merchants.....	1,518.39
Clay County.....		Mitchell County.....	200.00
Cliffside.....		Midway.....	25.00
Cahoon.....	3,000.00	Mocksville.....	250.00
Concord.....		Moorestville.....	435.57
Cooleemee.....		Monroe.....	1,120.00
Cullowhile.....		Morris.....	522.55
Davidson.....	175.00	Morven.....	
Deep River.....		Mountain Retreat.....	400.00
Denton.....		Newell.....	200.00
Duplin.....		Newport-Western.....	
Eagle Springs.....		North Buncombe.....	
East Bend.....		Norwood.....	
Donnaha and East Bend.....		Norf.-Car.....	28,135.32
Eastern.....		Onslow.....	
Ellenboro.....	300.00	Orinoco.....	
Ellerbe.....		Otter Creek.....	
Ether Rural.....		Pamlico.....	
Fairview.....		Paw Creek.....	15.00
Fairmont Silver Hill.....		Pender.....	750.00
Falling Creek.....		Pinebluff.....	250.00
Farmers.....		Pinehurst.....	1,494.72
Farmers Rural.....		Piney Woods.....	202.15
Forest City-Ruthford.....		Pittsylvania-Caswell.....	
Forsythe-Davidson.....		Pfaffton.....	
Fremont.....	7,500.00	Polk County.....	500.00
Fruitland.....	175.00	Polkton.....	
Fisher.....	20,000.00	Prospect.....	
Granite.....	416.02	Providence.....	
Gibsonville.....	585.92	Randleman.....	
Guilford.....	500.00	Randolph.....	2,430.19
Hamilton.....	500.00	Reeds.....	
		Richfork.....	
		Roanoke-Chowan.....	

AMOUNT EXPENDED FOR EXTENSION—1927
(Continued)

Rockridge.....	75.00	Tulin.....	400.00
Rockwell.....		Vanceboro.....	
Rocky Creek.....		Waxhaw.....	
Rock Hill.....		Wadesboro.....	232.27
Roseboro.....	1,000.00	Wagram.....	12.00
Rose Hill.....		Walkerton.....	
Rural.....	694.76	Wallace.....	
Summerfield.....	2,00.00	Ward.....	
Salemberg.....		Weaverville.....	1,016.62
Saluda.....		Western Carolina.....	6,562.37
Sedgefield.....		White.....	
Seven Paths.....		Whiteville.....	1,673.59
Seagrove.....	240.00	Wingate.....	250.00
Sharon.....		White Coal.....	
Sedge Garden.....		Yanceyville.....	
Shoals.....		Yeopim.....	
So. E. Guilford.....			
South Yadkin.....	217.13		\$ 157,440.35
Spring Creek.....	135.86		2,845,278.02
Still Creek.....			
Thomasville.....	27.80		\$3,002,718.37
Troy.....	5,437.74		

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STATE LIBRARY OF NORTH CAROLINA



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HECKMAN
BINDERY INC.



MAR 93

N. MANCHESTER,
INDIANA 46962

